

acted up to, we should have had some years of experience to show us how the natives, entrusted under these Acts with certain responsibilities, had exercised their power. As it is, though several years have elapsed since the Local Fund Act has been passed, the power reserved to the Native Committees has been gradually decreased until they are now a set of dummies with nothing to do and no money to spend. The District Committee is in but a little better plight, as all its funds but a small margin are budgeted for under the orders of superior authority. Municipalities are somewhat better off, but even they have had pressure occasionally applied to them, which has prevented them from exercising the powers entrusted to them by the Legislature." Other evidence to the same effect might be adduced from the reports of the District Officers enclosed in your letter under reply. It also appears from the papers that under arrangements recently made by the Local Government the admirable system of *taluka* Local Fund Committees has practically become extinct.

8. It is essential to the success of the policy, laid down by Lord Mayo in 1870, and repeatedly enunciated since that time by the Government of India, that freer opportunities of developing a capacity for local self-government should be given to the people of this country; and there is ample evidence before the Government of India, coming from all parts of the country, that it is only by removing the pressure of direct official interference that the people can be brought to take sufficient interest in local matters, and to devote to them the same amount of care and attention that enables them successfully to manage their own private concerns. There is nothing specially difficult or recondite in the work that is ordinarily entrusted to local Boards. The control of funds to be expended on the repair of local roads, the cleansing of local drains, the maintenance of local Primary Schools, and such like operations, constitute by far the greater portion of their duties. So long as the district officer is in a position to see that the necessary work is done, and to remonstrate and intervene if it is not done, the Governor General in Council can see no reason why he should be everywhere required to direct the whole deliberations of the Boards, and to relieve them of all real responsibility by his constant presence.

9. The Governor General in Council is therefore unable to regard the proposal of the Government of Bombay set out in paragraphs 5 to 8 of their Resolution under notice, that the Collector should continue as a rule to be President of the city and town municipalities and of the Local Fund Committees of his district, as anything but a temporary arrangement. His Excellency in Council trusts that the experiment which the Bombay Government declare themselves willing to make of appointing non-officials to be Presidents in the more advanced towns and collectorates will be tried in an ungrudging spirit; and he has no doubt that if the plan of outside control is only properly understood and fairly worked by District Officers, its advantages will very soon be appreciated, and that it will be more and more widely followed. In any case the new Act should provide for the adoption of this arrangement wherever the Local Government may from time to time think fit to resort to it. The system of elected Chairmen for both general and managing Committees, described in paragraph 21 of the Resolution, will, it may be hoped, enable the district officers in practice to leave much real authority to the Members of the Boards; and the Governor General in Council does not doubt that the Bombay Government will advise its officers to confine as much as possible the range of their presidential functions, so as to bring them more into harmony with the policy of the Supreme Government on this important matter.

10. The Governor General in Council is glad to observe that, while not prepared generally to abandon the system of official Presidents, the Bombay Government is ready to give up the power of suspending resolutions passed by a majority of the Commissioners which is now held by the President of a city municipality, and also to limit the powers of the President in town municipalities. The President will also in future have, it is understood, in both cases only a casting vote. There is also an intention expressed in paragraph 59 of converting several of the larger town corporations into city municipalities.

11. The Government of India approve of the proposals of the Local Government (paragraphs 9 to 13) for reducing the number of *ex-officio*

members on the various local Boards, and for introducing a system of election. It is expected that in the course of a short time a less restricted system will be adopted in many places. The new Act should be so framed as to enable the Government to adapt the details of the system of appointment and election to varying local circumstances.

12. As regards the qualifications for the franchise and for election to the local boards (paragraphs 14—18), and the manner in which elections are to be conducted, the Governor General in Council has already said he would be prepared to leave much to the Local Governments. He trusts that the working of the system now about to be adopted in Bombay will be closely watched, and that opportunity will be taken to improve or modify it as experience may dictate.

13. Referring to the objections taken in paragraph 22 of the Resolution to the grant of honorary titles to members of the boards, I am to explain that the titles of Rai or Rao Bahadur and Khan Bahadur are those given in other parts of India as a matter of course to all members of the Subordinate Judicial and Executive Service. If the practice in Bombay is different, there would be no objection to the Local Government adopting for members of local boards any complimentary mode of address that seemed to them suitable.

14. The Governor General in Council accepts the statement made in paragraph 23 of the Resolution, that there are tracts in Bombay, as in other Presidencies, where it is not possible at present to introduce the more advanced forms of local self-government. It is left to the Governor of Bombay in Council to determine in what places the new system may be introduced with a fair prospect of success. The Governor General in Council, however, trusts that a narrow policy in this respect will not be followed by the Bombay Government.

15. The Governor General in Council is glad to find from the announcement made in paragraph 26 of the Resolution that the system of seven-years budgets for Local Fund works is to be given up, and to gather from other paragraphs that the Taluka Committees are again to be utilised and have funds placed at their disposal for petty local works. The paragraphs of the Resolution (27—53) dealing with the question of the funds to be made over to local boards, and the powers to be entrusted to them in respect of local works, education and other matters, have evidently been very carefully thought out by the Government of Bombay, and the Government of India are content to await their development in practice. It is, however, hoped that the Government of Bombay will be able to include both sanitation and vaccination among the matters for which the boards will be held responsible.

16. On the question of taxation, discussed in paragraphs 54 and 55 of the Resolution, the Governor General in Council is of opinion that it is highly undesirable to resort to increased taxation at present. It is quite possible that under an efficient system of local self-government local bodies may hereafter desire to raise larger funds for the important objects which they will be called upon to administer; but nothing could be further from the intention of the Government of India than that the development of self-government, which they desire to promote, should be used as an engine for imposing additional burthens upon the people. On the contrary, taxation is one of those matters over which, especially in the interest of the poorer classes, the Government must retain a strict power of control; and this is provided for in Bombay by the reservation laid down in paragraph 56 of the Resolution under notice. The Government of India would approve of the substitution of a house-tax for the present system of octroi, should that course commend itself to any of the city or town municipalities, but not otherwise.

A. MACKENZIE,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR
THE WEEK ENDING THE 3rd OCTOBER 1882.

GENERAL REMARKS.—Rain has again fallen throughout the Madras Presidency; standing crops continue in good condition; a little more rain is needed in a few places. In the Bombay Presidency rain has fallen in most districts of the Deccan and Southern Mahratta Country; prospects are generally good; locusts are doing much injury in three districts. In Mysore and Coorg more or less rain has fallen everywhere; crops are in good condition. In the Nizam's territories there has been beneficial rainfall. Berar reports no rain; but crops are progressing favourably. In the Central Provinces light rain has fallen in some districts, and a heavy shower in Seoni; prospects of *kharij* crops are good. In Central India and Rajputana a little rain has fallen in a few States; a very heavy fall of over eleven inches is reported from Sutna. In the Punjab no rain has been reported; prospects of crops, excepting in four districts, continue good everywhere. In the North-Western Provinces and Oudh heavy rain has fallen in Benares and Allahabad and a little in parts of Oudh; more rain is still needed in four districts. Bengal, Behar, and Orissa have had more or less rain in all reporting districts; transplanted rice has thereby greatly benefited and prospects have generally been improved; sugarcane is everywhere progressing. Assam has had light rain in most parts, and prospects of crops are good. British Burma shows good rain everywhere, which has been favourable to standing crops.

Harvest operations are now in progress in several parts of the country. In Assam the *aus* rice is being cut. In Bengal and the North-Western Provinces and Oudh autumn crops are being reaped; outturn average. In Central India, Rajputana, and the Nizam's territories the reaping of *kharij* crops has commenced here and there; also in the Bombay Presidency.

Preparations for *rabi* sowings are in progress in parts of the Bombay Presidency, of the Central Provinces, of Central India, and Rajputana, in the North-Western Provinces and Oudh, and in Bengal.

The barometer, after falling in all parts of India and Burma, rose again first over Southern and Western India and Burma, and then over the whole country, the latest readings received indicating the rise as more marked in the north than in the south of the Peninsula. The most marked feature in the week has been the heavy fall of rain at Benares, Allahabad, and Sutna.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Madras—(Oct. 4th)		
Bellary ...	2.12 (average of eight stations).	Standing crops generally good; harvest gingelly, outturn average; agricultural operations progressing.
Kurnool ...	2.54 (average of nine stations).	Standing dry crops generally good; agricultural operations progressing; cattle-disease in parts.
Ganjam ...	.55 (average of eleven stations).	Standing crops thriving; harvest <i>rabi</i> , outturn average; fever, small-pox, and cattle-disease continue; cholera in one taluk.
Kistna ...	1.48 (average of eight stations).	Standing crops promising; harvest dry crops, yield below average; agricultural operations progressing; fever and small-pox slight; cattle-disease generally prevalent.
Chingleput (Madras) ...	1.58 (average of eight stations).	Standing crops good where water available, drooping elsewhere; agricultural operations progressing; small-pox in parts.
Coimbatore ...	.60 (average of six stations).	Standing crops paddy good; dry grains require rain in parts; harvest paddy and dry grains, outturn average; small-pox, fever, cholera, and cattle-disease in parts.
Tanjore ...	1.36 (average of twelve stations).	Standing crops good; harvest paddy and dry grains, yield below average; cholera in parts.
Madura ...	.37 (average of four stations).	Standing crops withering in parts; paddy being harvested; slight cholera in parts.
Malabar ...	1.15 (average of fourteen stations).	Harvesting first crops nearly over; sowing second crops progressing; fever, small-pox, and cholera in parts.
Travancore ...	1.67	Agricultural operations progressing; fever slightly prevalent.
Bombay—(Oct. 4th)		
Kurrachee ...	No rain	River at Kotri on 2nd, 11 feet 11 inches against 11½ feet on same date last year; early crops being harvested; in three talukas worm now doing some injury; in Sehwan fever generally prevalent; wheat, red rice, and <i>bajri</i> in Kurrachee 22, 36 and 37, in Sehwan 28, 44 and 48, in Sujawal 22, 44 and 46, and in Tatta 24, 36 and 44 lbs. per rupee respectively.
Hyderabad ...	.....	River fallen much; <i>kharij</i> reaping has commenced in some parts, but the crops have been slightly damaged by insects in taluka Guni; small-pox still continues in Hyderabad, and fever in eight talukas; wheat 26, <i>juari</i> 52, <i>bajri</i> 45, red rice 32, and white rice 22 lbs. per rupee.

General Remarks.—General prospect good.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Bombay—contd.		
Ahmedabad ...	.....	Crops doing well; fever continues in Dholka, Viramgaum, and Gogha; wheat 28 and <i>bajri</i> 32 lbs. per rupee.
Baroda ...	.....	Cattle-disease in parts of Kari division; crops generally good; <i>bajri</i> 33 and common rice 24 lbs. per rupee.
Surat ...	No rain	Total rainfall 44.18; standing crops healthy; <i>juari</i> 36 and <i>nagli</i> 57 lbs. per rupee.
Nāsik ...	Rain in most talukas, maximum at Igat-puri, 5.16.	Locust ravages continue in eight talukas; <i>rabi</i> not being sown in consequence; crops excellent in four talukas; cholera disappearing; wheat 28, <i>bajri</i> 36, and rice 28 lbs. per rupee.
Colaba (Bombay) ...	37	Total rainfall 68.43, being .02 above average; average abnormal temperature 1° warm on 27th and 28th, 2° warm from 29th to 1st, and 1° cool on 2nd and 3rd; vapour in air in excess of normal on 30th and 1st, normal on other days; wind normal from 27th to 2nd; abnormal wind southerly on 3rd; thunder on 29th and 2nd; distant lightning on 1st.
Poona ...	Maximum at Indapur, 5.47; minimum at Sirur, .40.	Standing crops slightly injured by insects in two talukas; <i>bajri</i> 47 and <i>juari</i> 62 lbs. per rupee; in Poona <i>bajri</i> 41 and <i>juari</i> 52 lbs. per rupee.
Ahmednagar ...	Jhambhed, 5.47; Rahuri, 3.26; Shrigonda, 3.93; Karjat, 2.90; Sangamner, 1.43; Nagar, 1.37; Sheogaon, .67; Newasa, .67; Akola, .58; Parner, .45; and none in Kopergaon.	Total average rainfall of the district 24.27; <i>kharif</i> crops injured in Kopergaon, Newasa, Rahuri, Akola, Sangamner, Nagar, and Parner; sowing of <i>rabi</i> not yet commenced in Kopergaon and Akola; cholera—in Sheogaon 15 attacks, 4 deaths; <i>bajri</i> —maximum 66 lbs. in Jhambhed, minimum 39 in Kopergaon; <i>juari</i> —maximum 108 lbs. in Jhambhed, minimum 42 in Sangamner per rupee.
Sholapur ...	7.26	Total rainfall 38.79; <i>rabi</i> sowing a little retarded owing to excessive rain in Sholapur, Madha, and Malsiras; cholera—11 cases, 4 fatal; <i>bajri</i> 63 lbs. 11 tolas and <i>juari</i> 79 lbs. 32 tolas per rupee.
Dharwar ...	Rain at all stations; maximum at Navalgund, 5.28.	Rain has not been beneficial to <i>juari</i> which was in ear and has been damaged; in some talukas sowing of late crops retarded and in others ground is being prepared for them; cotton sowing nearly completed, young plants are good; cholera in three villages of Navalgund taluka, but not severe; cattle-disease in three and slight ague in one taluka; prices of food-grains stationary.
Kanara ...	Karwar, .87; Kumpta, 3.22; Sirsi, 1.58; Hallial, 1.86.	Total rainfall 104.66; harvesting rice crop in taluka Karwar in progress; crops ripening on coast and in ear above ghat; sugarcane, <i>ragi</i> , and garden produce thriving; fever in two talukas; common rice at Karwar 11½, in district average 13 seers per rupee.
Rajkot ...	.....	Weather hot; rain much wanted in Halar; general health fair; <i>bajri</i> 27 and <i>juari</i> 34 lbs. per rupee.
Bengal—(Oct. 4th)		
Chittagong ...	3.51; heavy rain on 28th ultimo.	Weather still hot; prospects satisfactory; transplantation of <i>amun</i> continues; prices steady; general health good.
Dacca ...	1.59	Early rice harvest continues; jute nearly gathered but of poor quality; winter rice and sugarcane doing well.
24-Pergunnahs (Calcutta)	Alipore, 2.17	Harvesting early rice and jute nearly finished; outturn above the average; late rice and sugarcane doing well; high lands being prepared for <i>rabi</i> crops; price of common rice stationary; public health generally good; fever prevalent in some villages in Diamond Harbour and Baraset thanas.
Moorshedabad ...	2.69	Rain beneficial to transplanted <i>amun</i> ; <i>bhadoi</i> harvest completed, fair outturn; fever prevalent in some places, especially in and about Rangamati; cattle-disease reported from one taluk.
Rajshahye ...	2.34; Nattore, 1.20	Rain doing much good; prospects of crops improved; winter sowings proceeding.
Burdwan ...	1.6; Cutwa, 1.0; Raniganj, .95.	Rain beneficial to <i>amun</i> ; prospects bad in some places and generally unfavourable, <i>aus</i> crops being reaped; sugarcane doing well; fever as usual at this season.
Rungpore ...	1.93	Weather cloudy and showery; prospects of crops favourable; jute harvest not yet over; public health good.
Bhagálpur ...	.64	More rain wanted for winter rice; prospects of crops fair.
Purneah ...	2.27	Prospects of crops fair; <i>bhadoi</i> yield 11 aunas; lands being prepared for <i>rabi</i> crops; fever prevalent.
Patna ...	.50	Rain of night of the 2nd will do much good to rice; high lands being ploughed for <i>rabi</i> crops; public health good.
Durbhunga ...	.55	Rain has done much good; more rain wanted; <i>bhadoi</i> below the average; prices stationary or falling slightly; health fair.
Hazáribágh ...	.6	Weather seasonable; rain general and beneficial to rice; a few cases of cattle-disease reported; general health good.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Bengal—contd.		
Cuttack ...	1.19	Prospect of crops excellent; earlier winter rice in ear; public health good. <i>General Remarks.</i> —Prospects generally improved; rain during week, has greatly benefited transplanted rice; autumn harvest generally average; in a few districts only crops indifferent; sugarcane everywhere progressing; ploughing for <i>rabi</i> crops progressing; fever prevalent in some districts; cholera reported from Furruckpore and a few other places, and small-pox from Manbhoom and Singbhoon, otherwise public health good.
N. W. Provinces and Oudh—		
Benares (Oct. 3rd)	4.80; Chandausi, 5.90; Gangapur, 8.70.	Weather cloudy; the recent rains have done immense good to the <i>aghani</i> rice and to the <i>rabi</i> sowings; no sickness among men or cattle; there has been a slight rise in the prices of wheat, barley, gram and <i>bajri</i> ; bazars well supplied.
Allahabad („ 4th)	Heavy rain, averaging 3.90 on 1st and 2nd.	Crops will be benefited largely; cholera still lingering in two villages; prices nearly stationary, that of rice falling.
Gorakhpur („ 3rd)	Showers during the latter half of the week.	Weather cloudy, with high winds; outturn of rice up to average; general health fair; prices rising slightly.
Jhansi („ 2nd)	No rain	More rain wanted for <i>rabi</i> cultivation; cotton, <i>tili</i> , and <i>bajri</i> are flowering; <i>kharif</i> prospects generally good; prices falling in cheaper grains; slight cholera in pargana Garotha; no more cattle-disease reported.
Agra („ 3rd)	No rain	<i>Rabi</i> ploughing in progress; <i>bajri</i> , &c., continue to be cut; slight fever continues, but general health good; prices stationary.
Bareilly („ „)	No rain	Weather sultry; <i>kharif</i> excellent; <i>rabi</i> sowings commenced; cholera slightly on the decrease; fever prevalent.
Meerut ( „ „)	.....	Weather clear and reasonable; crops flourishing; maize and early rice being harvested; gram being sown; health good; prices stationary.
Kumaun ( „ „)	.....	Weather fine; health good; <i>kharif</i> crop being harvested and filled; operations for <i>rabi</i> in progress; cattle-disease continues; prices stationary.
Lucknow („ „)	NW; Malabad, .20; Mohanlalganj, .30.	Prospects of <i>kharif</i> fair; more rain wanted; prices stationary; gram sowings commenced; slight cholera; no cattle-disease.
Partabgarh („ „)	Rainfall between 30th September and 2nd October: Sadr, 3.55; Kunda, 3.05; Patti, 4.30.	This rain has done an immense amount of good; sky still cloudy, with occasional showers; cholera has not abated; cattle-disease in tahsil Kunda.
Sitapur („ „)	Sidhauli, .10	Weather again cloudy; cholera still in Hargam and part of Mirick; ague in three tahsils; prices stationary.
Fyzabad („ „)	2.50	Prospects good; fever and cattle-disease in part of district.
Rae Bareilly („ 2nd)	Slight fall of rain on Sunday.	More rain needed; fields are being prepared for <i>rabi</i> sowings; cholera has not yet disappeared; health of cattle good; prices rising.
Cawnpore („ 3rd)	.70; Ghatampur, .90	Weather still cloudy; some damage to <i>juari</i> from insects; outturn of <i>kharif</i> estimated to be above average; cholera and fever declining; prices nearly stationary.
Farukhabad ( „ „)	.....	Weather seasonable, but rain greatly needed; occasional clouds and wind variable; fever has spread more extensively, and cases of cholera continue to be reported. <i>General Remarks.</i> —Rain has fallen in Benares and Allahabad divisions and in part of Oudh; more is still wanted in Lucknow, Rae Bareilly, Farukhabad, and Jhansi; ploughing for the <i>rabi</i> crop is everywhere in progress; the <i>kharif</i> outturn is average; prices on the whole stationary; slight cholera and fever still continue to be prevalent; cattle-disease continues in Kumaun, Fyzabad, and Partabgarh.
Punjab—(Oct. 4th)		
Delhi ...	No rain	Health fair; price of <i>bajri</i> has fallen; prices of other food-grains are stationary; average yield of crops expected.
Hissar ...	No rain	Fever prevalent; prospects of crops unchanged; outturn, as last reported, generally below the average; prices stationary.
Umballa ...	No rain	Health fair; prices stationary; yield of crops expected to be somewhat below the average, especially <i>makhi</i> and rice; land being prepared for <i>rabi</i> sowing.
Jullundur ...	No rain	Health good; prices falling; prospect of crops good.
Amritsar ...	No rain	Health good; prices stationary; <i>kharif</i> crops good.
Sialkot ...	.....	Health good; prices stationary; <i>kharif</i> harvest expected to be above the average.
Lahore ...	No rain	Health good; prices stationary; prospect of crops good.
Ferozepore ...	No rain	Health good; prices stationary; prospect of yield of crops good.
Mooltan ...	No rain	Fever prevalent; prices stationary; crops ripening; prospects of yield good.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Punjab—contd.		
Rawalpindi ...	No rain	Mild fever in parts of the district, and cattle-disease in Murree tahsil prices falling, except that of gram; harvest above the average.
Dera Ismail Khan ...	No rain	Fever prevalent; prices steady; <i>kharif</i> crops good.
Peshawar ...	.....	Fever prevalent; prices stationary; harvest prospects good.
		<i>General Remarks.</i> —No rain has fallen in the districts reporting during the week; the health of the province is generally good, but mild fever prevails in some districts, and cattle-disease has appeared in the Murree tahsil; the prices of food-grains are still falling in Jullundur, but are generally stationary elsewhere; the prospects of crops continue good in all districts except Simsa, Hissar, Rohtak, and Umballa districts, where they are below the average as reported last week.
Central Provinces—		
Nagpur (Oct. 4th) .....	.....	Weather cloudy, and warm; <i>kharif</i> prospects good; land being prepared for <i>rabi</i> sowings; cholera and fever reported; prices steady.
Jubbulpore (" 3rd)	22	Weather cloudy at times; rain beneficial to crops; ploughing for <i>rabi</i> sowings in progress; cholera abating; wheat 19 seers per rupee.
Saugor (" 2nd) .....	.....	<i>Rabi</i> sowings commenced; <i>kharif</i> crops excellent; prices steady; fever prevalent.
Seoni (" 3rd)	1·02; heavy shower on 29th.	Weather cloudy, with high north wind; more rain required; prospects of <i>kharif</i> good; cholera reported; prices steady.
Hoshangabad (" ")	13	Weather hot; <i>kharif</i> generally good; fever prevalent; wheat 15 seers per rupee.
Raipur (Sept. 30th) .....	.....	Weather cloudy and oppressive; more rain wanted; prospects good; fever prevalent; rice 40 and wheat 27 seers per rupee; trade dull.
Khandwa (Oct. 3rd)	08	Frost in Baranpur tahsil, which has caused slight damage to cotton; small-pox reported; prices steady.
Sambalpur (Sept. 28th) .....	.....	Weather bright and hot; rain wanted; prospects of crops good; fever continues; rice 56 seers per rupee.
		<i>General Remarks.</i> —Weather cloudy and warm, with slight rain in several districts; prospects of <i>kharif</i> crop good; land being prepared for <i>rabi</i> sowings; fever and cholera still reported; prices steady.
British Burma—		
(Sept. 30th)		
Akyab ...	1·94	Total rainfall 188·67; 6 deaths from cholera in town and 15 in district; slight cattle-disease in two townships; prospects of crops good.
Rangoon ...	8·89	Total rainfall 90·64; 1 death from small-pox in the suburbs, otherwise public health good; crops making progress.
Bassein ...	3·40	Total rainfall 113·30; public health good; condition of crops good.
Prome ...	5·02	Total rainfall 45·81; 1 death from cholera in district, otherwise public health good; cattle-disease in one township; more rain has fallen, and harvest prospects are fairer.
Amherst (Moulmein) ...	4·44	Total rainfall 189·30; public health good both in Moulmein and district; no cattle-disease reported; transplanting finished and condition of crops good.
Toungoo ...	6·13	Total rainfall 81·18; public health good.
		<i>General Remarks.</i> —With the exception of a little cholera, public health good; health of cattle much improved; rainfall favourable; crops doing well.
Assam—		
Gauhati (Oct. 3rd)	0·24	Weather seasonable; transplanting of <i>sal</i> paddy over; prospects of crops fair; public health good.
Sylhet (" 4th)	1·50	Prospects generally very good; water in river and <i>jheels</i> low for time of year.
Cachar (" ")	1·42	Weather warm; prospects of <i>sal</i> crops good; reaping of <i>aus</i> crop progressing; common rice 24½ seers per rupee; public health good.
Dibrugarh ...	.....	No report received.
Mysore and Coorg—		
(Oct. 4th)		
Bangalore ...	1·45	Crops thriving; prospects favourable; public health good; prices—rice 11, <i>ragi</i> 33, and gram 31 seers per rupee.
Mysore ...	45	Seasonable rain in the district; prospects and health good; prices—rice 11, <i>ragi</i> 23, and gram 33 seers per rupee.
Mercara ...	2·31	Rice crops doing well; the <i>ragi</i> crop harvest has commenced in the Nanjarajapatna taluk; yield deficient, in many parts consequent on heavy rains; cardamoms are being picked, yield below average from similar cause; prices stationary; public health good.
		<i>General Remarks.</i> —Rain more or less all over the Mysore State; standing crops in all districts in good condition; pasturage sufficient; planting operations continue active; prices easy.
Berar & Hyderabad—		
(Oct. 4th)		
Amraoti ...	.....	Crops progressing favourably; prices—wheat 16 and <i>juari</i> 28 seers per rupee.
Akola ...	.....	Crops in good condition; prospects favourable.
Hyderabad ...	1·22	Total rainfall from 1st January 29·51 inches; <i>abi</i> crops benefited by rainfall of week; reaping of <i>kharif</i> crops commenced; ground being prepared for <i>tabi</i> crops; fever prevails in one taluka only, public health otherwise good; prices—wheat 16½, coarse rice 19½, white <i>juari</i> 22, yellow <i>juari</i> 31½, and <i>tur</i> 20½ seers per current sicca rupee.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Central India States— (Oct. 4th)		
Indore ...	No rain	The cold weather is commencing, and days and nights are pleasant; there are occasional cases of cholera in Indore city; other health good; agricultural prospects at present are excellent.
Morar (Gwalior) ...	No rain	Health and prospects good.
Sutna ...	11.42	Prospects and health good.
Neemuch ...	1.37	<i>Kharif</i> being reaped; sowing of <i>rabi</i> commenced.
Goonsa ...	Nil	Crops good; fever prevalent in district.
Bhopal ...	No rain	Weather fair; prospects good.
Agar ...	No rain	Health and prospects good.
Nowgong ...	.06	<i>Kharif</i> prospects good; prices have fallen; health fair.
Manpur ...	.....	Health good; prospects favourable.
Rajputana—		
Abu (Oct. 4th) ...	.03	Occasional clouds; weather clear.
Sirohi ...	.....	No report received.
Marwar (Sept. 29th) ...	.....	About four months water in tanks; wells almost full; health good; crops in good condition where rain sufficient; weather quite clear, close, sometimes oppressive; winds very low; some indications of rain; prices stationary.
Meywar (" 30th) ...	.40	Tanks, wells, and health fair; <i>makki</i> harvested; ploughing commenced.
Haroti ( " " ) ...	.....	Health and prospects good; weather fine; prices firm.
Jhallowar (" 27th) ...	.10	Health fair; prospects good.
Ajmere (Oct. 3rd) ...	.....	Prospects excellent; land being prepared for <i>rabi</i> ; health fair.
Jaypore ( " " ) ...	.....	Prospects favourable; prices steady; fever still prevalent.
Ulwur ( " " ) ...	.....	<i>Bajri</i> and cotton being gathered; fever prevalent; prices falling; weather cloudy.
Nepal—(Sept. 26th)		
Katmandu ...	.26	Weather reasonable.

E. C. BUCK,
Secy. to the Govt. of India.



SUPPLEMENT TO
The Gazette of India.

N^o 41.} CALCUTTA, SATURDAY, OCTOBER 14, 1882.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known.

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GOVERNMENT

DEPARTMENT OF PUBLIC WORKS

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT THE PROVINCE

QUANTITIES PER RUPEE

Provinces.	Districts.	Wheat.			Barley.			Rice (best sort).			Rice (common).			Great Millet (Cholum Jowar), <i>Zizania Soryham.</i>			Bulrush Millet (Dhoo, Bhoj), <i>Pennisetum Opuntia</i>		
		Present fortnight.	Past fortnight.	Corresponding fortnight of 1881.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1881.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1881.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1881.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1881.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1881.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
MADRAS.	Ganjam	8 2	7 6	13 0	...	...	...	17 13	17 13	18 14	19 8	19 8	20 8	...	...	...	...	...	...
	Vizagapatam	10 0	10 0	14 0	...	...	...	9 0	9 0	11 3	11 5	11 5	12 6	...	...	...	...	...	...
	Godavery	12 10	11 11	11 11	...	...	...	13 14	13 14	12 14	18 0	17 0	16 0	30 11	28 13	26 14	...	...	...
	Kistna	12 11	12 11	13 11	...	...	...	16 11	15 11	16 3	16 5	16 5	16 13	24 14	24 14	27 10	...	...	...
	Nellore	12 10	12 10	12 8	...	...	...	15 13	15 13	14 5	17 0	17 0	15 0	28 13	28 13	26 14	...	...	...
	Cuddapah	14 0	13 3	13 3	...	...	...	12 6	11 14	12 6	14 2	13 11	12 14	28 6	26 13	27 10	31 14	31 14	29 14
	Anantapur	13 6	13 6	11 8	...	...	...	12 13	12 13	13 14	14 0	16 2	15 2	30 14	30 14	30 14	18 13	18 13	13 18
	Bellary	16 5	16 5	15 6	...	...	...	12 5	12 5	11 3	13 8	13 8	12 6	37 23	35 03	35 03	52 6	52 6	53 0
	Kurnool	12 2	12 11	11 6	...	...	...	10 10	10 10	10 10	11 6	11 6	11 6	32 33	33 1	33 0	32 1	32 1	8 23
	Midna	10 8	9 13	9 5	...	...	...	13 5	13 8	13 5	15 2	15 2	14 8	23 13	23 0	21 10	25 0	25 0	23 0
	Chingleput . . . . .	...	...	...	...	...	...	14 10	14 10	13 8	15 14	15 14	15 8	...	...	...	...	...	...
	North Arcot	9 11	9 5	10 3	...	...	...	15 0	14 11	15 0	17 5	16 14	16 0	33 11	34 10	32 10	22 8	22 8	11 23
	South Arcot	9 0	9 0	9 6	...	...	...	15 11	15 11	14 5	16 3	16 3	14 14	33 10	33 10	33 10	33 13	33 13	8 23
	Tanjore	9 8	8 13	9 3	...	...	...	15 13	15 13	13 14	...	...	...	31 13	31 13	32 5	33 14	33 14	0 29
	Trichinopoly	9 8	9 3	11 3	...	...	...	14 6	14 6	13 11	14 14	14 14	14 2	23 02	23 02	23 02	32 8	32 8	6 26
	Madura	11 5	12 0	10 14	...	...	...	13 14	14 5	11 13	15 3	14 13	13 8	32 6	34 0	30 13	30 13	30 13	5 30
	Tinnevely	8 0	8 0	9 8	...	...	...	15 6	15 6	11 2	15 13	15 13	11 10	...	...	...	...	...	...
	Coimbatore	10 11	11 8	12 5	...	...	...	13 8	13 8	12 10	14 14	14 14	13 10	26 22	24 5	26 2	22 8	22 8	10 23
	Nilgiris	7 2	7 2	9 14	...	...	...	9 10	9 10	9 10	10 6	11 3	11 3	20 02	02 0	02 1	10 19	10 19	3 19
	Salem	10 3	10 3	12 6	...	...	...	13 2	13 2	13 2	14 2	14 2	14 2	23 32	32 7	32 7	52 3	52 3	13 27
	South Canara	8 10	8 10	8 10	...	...	...	9 11	8 11	8 11	10 11	11 13	14 11	...	...	...	...	...	...
	Malabar	7 3	7 14	9 11	...	...	...	14 10	13 13	14 10	16 0	14 8	15 0	...	...	...	...	...	...
BOMBAY.	Bombay	10 0	10 1	20 9	19 2	18 9	18 0	8 14	7 10	8 7	11 6	10 7	13 0	19 2	20 10	21 4	17 7	14 15	16 4
	Ahmedabad	14 8	14 8	14 0	...	...	...	7 8	7 8	7 0	8 0	8 0	12 0	17 8	17 8	19 8	16 8	16 8	8 19
	Kaira	11 13	11 13	13 14	20 0	20 0	26 10	10 0	10 0	9 2	16 0	16 0	14 9	17 12	16 0	20 0	0 15	4 17	4 17
	Surat	12 8	12 8	13 1	7 11	7 11	12 4	8 3	8 3	6 13	8 12	8 12	8 5	15 9	15 9	18 14	14 14	14 14	14 14
	Broach	13 5	13 5	14 8	...	...	...	11 1	11 1	8 14	12 9	12 9	12 4	16 9	16 9	18 13	13 15	13 15	4 17
	Tamra (Salsette)	10 5	10 5	10 5	...	...	...	8 3	8 3	8 2	10 0	10 0	11 4	18 10	18 10	18 10	0 15	0 15	0 15
	Colaba (Alibag)	8 8	8 8	8 8	...	...	...	6 12	6 12	9 0	13 8	13 8	14 0	...	...	...	...	...	...
	Khandesh (Dhulia)	15 0	15 0	15 14	...	...	...	7 4	7 4	7 4	10 15	10 15	10 15	30 6	23 13	31 0	13 19	13 24	...
	Nasik	14 4	14 4	14 5	...	...	...	7 7	7 7	7 7	12 0	12 0	11 12	...	...	...	...	...	...
	Ahmednagar	14 6	14 6	13 2	...	...	...	9 11	9 11	8 9	12 0	12 0	10 9	31 11	30 9	35 1	25 0	24 0	23 0
	Poona	12 10	12 10	12 10	...	...	...	11 0	11 0	8 9	12 4	12 4	11 0	26 3	25 0	28 4	20 11	19 9	19 6
	Sholapur	13 9	13 9	14 15	...	...	...	10 7	10 5	10 15	11 5	11 5	11 13	33 7	36 4	35 6	23 1	27 9	31 0
	Walsadi (Bagan Kot)	22 0	22 0	18 0	14 8	14 8	11 12	6 12	6 8	7 14	9 0	9 0	10 14	39 0	37 12	39 0	36 0	36 0	36 0
	Satara	12 1	12 1	13 6	...	...	...	9 11	9 11	9 6	11 7	11 7	11 7	26 10	26 10	27 15	22 0	22 0	22 0
	Belgaum	19 0	19 0	16 8	14 0	13 0	11 0	12 0	9 13	11 8	10 8	10 5	12 0	30 0	27 12	28 0	25 0	24 0	23 0
	Dharwar (Hubli)	24 0	23 0	19 0	...	...	...	10 0	12 0	11 0	14 0	13 0	13 0	32 0	29 0	32 0	22 0	22 0	23 0
	Bhatnagiri	10 9	10 9	8 5	...	...	...	7 13	7 13	10 0	12 11	12 11	14 2	18 3	18 3	20 14	11 14	11 14	11 14
	Kanara (Karwar)	10 8	10 8	10 8	...	...	...	8 0	8 0	8 0	10 0	11 0	15 0	14 0	14 0	14 0	0 20	0 20	0 20
	Porah Malshe (Godhra)	11 6	11 6	11 6	...	...	...	11 6	11 6	11 6	15 0	15 0	15 0	32 0	32 0	32 0	0 17	18 0	0 24
WESTERN DISTRICTS.	Aud	8 0	8 0	8 0	...	...	...	6 3	6 3	6 3	7 0	7 0	7 0	11 3	11 3	11 3	8 0	8 0	8 0
	Amirgah	14 0	14 0	15 0	...	...	...	10 15	10 15	10 0	12 4	12 4	12 0	24 15	24 15	24 15	0 23	0 23	0 23
	Baroda	10 9	10 9	10 5	14 2	14 2	16 0	9 6	8 13	7 11	11 11	11 11	10 14	17 10	17 10	17 10	15 14	16 7	15 7
	Dia	15 8	14 8	13 13	...	...	...	6 6	6 6	6 6	8 11	8 11	8 6	17 8	17 8	17 8	18 8	17 7	19 9
	Nimach	16 8	16 8	17 0	18 0	17 0	20 0	9 0	9 0	8 0	10 0	10 0	10 0	22 0	22 0	22 0	0 16	0 16	0 20
	Nasirabad	16 8	16 5	17 9	23 10	23 8	25 9	6 0	6 0	6 0	7 0	7 0	7 0	22 0	22 0	22 0	2 16	0 18	5 19
	Najot	14 0	13 8	16 0	...	...	...	6 8	6 8	5 8	11 0	11 0	10 0	16 0	15 8	16 0	0 14	0 14	0 14
	Upper Sindhi Frontier	13 0	13 0	11 8	24 4	24 4	17 8	11 4	11 4	9 0	20 0	20 0	13 0	32 0	32 0	32 0	4 23	0 26	0 26
	Kutchi	13 5	12 5	11 2	20 0	20 0	16 0	9 8	9 8	9 0	18 0	18 0	11 0	23 0	22 0	23 0	0 19	0 19	0 20
	Indragabad (Nakur)	14 0	14 0	15 0	26 0	26 0	20 0	14 0	13 0	11 4	20 0	16 0	16 0	33 0	33 0	33 0	0 28	0 28	0 28
	Shikarpur	13 7	12 6	11 8	25 0	24 0	18 14	12 4	12 6	10 10	19 6	19 0	16 0	28 8	27 0	27 0	1 27	0 23	11 23
	Umer and Larwar (Umarkot)	18 0	18 0	15 2	...	...	...	12 12	13 4	9 8	...	...	...	...	...	...	23 6	24 3	3 17
	Budwan	13 0	13 0	13 8	32 8	32 8	30 0	24 0	21 12	28 8	25 8	24 0	31 14	...	...	...	...	...	...
	Banooorah	13 0	13 8	14 8	18 0	15 0	16 0	20 0	18 8	23 0	27 0	23 8	36 0	...	...	...	...	...	...
	Beerbhoom	13 0	13 0	15 8	...	...	...	17 0	17 0	21 0	21 0	19 8	37 0	...	...	...	...	...	...
	Almnapore	13 0	13 0	13 5	16 0	16 0	12 0	21 0	21 0	20 0	25 0	25 0	27 0	...	...	...	...	...	...
	Boughly	15 0	15 4	14 0	...	...	...	10 0	10 0	10 0	19 0	19 0	21 0	...	...	...	...	...	...
	Hewrah	13 4	13 4	15 0	23 0	23 0	30 0	15 8	15 0	14 0	17 12	18 0	20 0	...	...	...	...	...	...

a In the sub-divisions retail prices of salt are as follow :- Calna 15 seers, Cutwa and Indragah 15-3 seers.

b Retail prices of salt at Harjore 12 seers, at Onda and Indrag 26 seers, at Meja and Bhatnagiri, 13 seers, and at Sonamukhi and Kotehpore 15 seers.

ANCE AND COMMERCE.

INDIA FOR THE 1st HALF OF SEPTEMBER 1882.

SEERS OF 80 TOLANS.

* The figure now quoted is correct.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT

QUANTITIES PER RUPEE

Provinces.	Districts.	QUANTITIES PER RUPEE																							
		Wheat.			Barley.			Rice (best sort).			Rice (common).			Great Millet (Chaim, Jowar), Eleusine Scrogum.			Bulrush Millet (Chimpo, Bara), Pennisetum Sp. etc.								
		Present fortnight.	Past fortnight.	Corresponding fort- night of 1891.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1891.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1891.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1891.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1891.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1891.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1891.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1891.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Central Districts.																									
	Calcutta	14 9	14 0	15 4	28 14	28 8	32 0	10 0	10 0	8 0	20 0	20 0	16 0	...	...	...	...	...	...	...	...	...	...	...	...
	24-Pergunnahs	13 5	12 5	14 0	20 0	20 0	28 8	10 0	10 0	9 0	17 8	16 0	17 4	...	...	36 0	...	...	...	...	...	...	16 0	16 0	...
	Nuddea	13 14	13 14	16 0	...	...	35 8	15 4	15 4	16 0	19 0	18 13	20 0	...	...	...	...	...	...	...	...	...	...	...	...
	Khoolna	...	...	...	...	...	...	16 0	16 0	17 0	22 0	22 0	21 0	...	...	...	...	...	...	...	...	...	...	...	...
	Jessore	13 0	13 4	14 12	...	...	...	17 0	18 0	19 8	25 8	24 0	28 0	...	...	...	...	...	...	...	...	...	...	...	...
	Moorsheadabad	14 8	14 8	18 0	...	...	...	14 0	14 8	17 0	20 0	21 0	25 0	...	...	...	...	...	...	...	...	...	...	...	...
	Dinapore	13 0	13 0	13 12	14 0	14 8	20 0	19 0	19 4	15 0	23 4	23 8	25 0	...	...	...	...	...	...	...	...	...	...	...	...
	Rajshahye	13 8	13 8	15 0	32 0	33 12	45 0	13 4	13 8	16 0	19 11	20 0	24 0	...	...	...	...	...	...	...	...	...	...	...	...
	Rangpore	16 0	16 0	15 0	...	...	...	15 0	15 0	15 0	23 0	23 0	20 0	...	...	...	...	...	...	...	...	...	...	...	...
	Dogra	18 12	18 0	22 8	...	...	...	15 12	15 12	21 0	26 4	28 2	30 0	...	...	...	...	...	...	...	...	...	...	...	...
	Patna	17 4	13 0	18 12	...	...	...	10 0	10 0	12 0	26 4	24 0	28 4	...	...	...	...	...	...	...	...	...	...	...	...
	Burjeeling	11 0	10 0	8 0	10 0	10 0	8 0	5 0	5 0	5 8	12 0	13 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...
	Jalpaiguri	10 0	10 0	10 0	20 0	20 0	...	14 0	14 0	12 4	20 0	20 0	18 0	...	...	...	...	...	...	...	...	...	...	...	...
Eastern Districts.																									
	Dacca	13 5	13 14	13 5	32 0	32 0	35 8	21 4	21 4	20 0	36 10	26 10	26 8	...	...	...	...	...	...	...	...	...	...	...	...
	Buriedpore	20 0	22 0	21 0	37 8	30 8	33 0	19 4	20 0	8 0	30 8	26 8	23 0	...	...	...	...	...	...	...	...	...	...	...	...
	Buckergunge	...	...	...	...	...	...	19 0	19 0	21 0	23 0	23 0	28 8	...	...	...	...	...	...	...	...	...	...	...	...
	Mymensingh	11 8	10 0	12 0	...	...	...	23 6	22 8	18 0	27 0	28 0	25 0	...	...	...	...	...	...	...	...	...	...	...	...
	Tippurah	11 8	11 8	13 0	...	...	...	19 8	20 12	22 0	26 10	29 13	33 0	...	...	...	...	...	...	...	...	...	...	...	...
	Chittagong	9 0	9 0	11 4	...	...	...	20 0	16 0	16 0	26 0	26 0	22 8	...	...	...	...	...	...	...	...	...	...	...	...
	Nonkhilly	...	...	...	...	...	...	24 0	24 0	21 0	26 0	27 0	25 0	...	...	...	...	...	...	...	...	...	...	...	...
	Chittagong Hill Tracts	...	...	...	...	...	...	13 5	13 5	14 8	17 12	17 13	17 3	...	...	...	...	...	...	...	...	...	...	...	...
	Hill Tipperah	11 0	11 0	11 0	...	...	...	20 0	20 0	24 0	27 0	28 0	30 0	...	...	...	...	...	...	...	...	...	...	...	...
Bihar.																									
	Patna	19 0	18 8	23 0	34 0	34 0	40 0	12 0	12 0	14 0	23 0	23 0	24 0	...	...	...	...	...	...	...	...	...	...	...	...
	Gya	17 0	16 8	18 8	34 0	34 0	36 0	12 0	12 8	12 0	18 8	18 8	20 8	...	...	...	...	...	...	...	...	...	...	...	...
	Shahabad	16 0	15 0	17 0	28 0	25 0	36 0	16 0	16 0	...	19 0	18 0	22 0	...	...	...	...	...	...	...	...	...	...	...	...
	Durbhanga	17 0	16 0	18 0	...	...	...	18 0	18 0	...	19 8	19 0	23 0	...	...	...	...	...	...	...	...	...	...	...	...
	Muzafferpore	14 0	15 0	17 0	30 0	30 0	45 0	14 0	14 0	16 0	18 0	16 0	19 0	...	...	...	...	...	...	...	...	...	...	...	...
	Baran	18 0	16 0	20 0	10 0	30 0	35 0	12 0	12 0	11 0	17 0	16 0	19 0	...	...	...	...	...	...	...	...	...	...	...	...
	Champaran	18 0	18 0	21 0	32 0	31 0	50 0	12 0	12 0	14 0	18 0	18 8	25 0	...	...	...	...	...	...	...	...	...	...	...	...
	Monghyr	17 13	16 12	15 12	33 9	29 5	42 0	16 5	15 12	11 8	18 7	18 14	18 14	...	...	...	...	...	...	...	...	...	...	...	...
	Rhagulpur	14 13	14 8	13 14	37 14	37 14	31 9	17 11	17 11	18 5	20 8	18 15	20 8	...	...	...	...	...	...	...	...	...	...	...	...
	Purneah	14 0	14 0	16 0	...	...	40 0	20 0	20 0	21 0	23 0	24 0	28 0	...	...	...	...	...	...	...	...	...	...	...	...
	Maidah	17 0	16 0	16 0	...	...	...	14 0	16 0	16 0	20 0	20 0	24 0	...	...	...	...	...	...	...	...	...	...	...	...
	South Pargunnahs	13 0	12 8	13 0	...	...	...	16 0	16 0	22 0	22 0	22 0	26 0	...	...	...	...	...	...	...	...	...	...	...	...
Orissa.																									
	Cuttack	14 7	17 1	15 0	...	...	...	15 12	15 12	17 11	26 4	24 15	23 5	...	...	...	...	...	...	...	...	...	...	...	...
	Pooree	10 0	11 0	14 8	...	...	...	20 0	20 0	22 0	25 0	25 0	25 0	...	...	...	...	...	...	...	...	...	...	...	...
	Balasore	14 0	13 0	16 0	...	...	...	20 0	22 0	21 5	32 0	32 0	32 0	...	...	...	...	...	...	...	...	...	...	...	...
Chota Nagpore—South-Western Frontier Agency.																									
	Lohardigha	13 0	12 8	17 8	24 0	...	...	10 0	10 0	12 0	19 0	18 0	18 0	...	...	...	...	...	...	...	...	...	...	...	...
	Lohardigha	14 0	15 0	17 0	20 0	20 0	24 0	20 0	20 0	18 0	32 0	23 0	23 0	...	...	...	...	...	...	...	...	...	...	...	...
	Singbhum	20 0	24 0	24 0	28 0	28 0	40 0	36 0	36 0	32 0	40 0	40 0	36 0	...	...	...	...	...	...	...	...	...	...	...	...
	Santhabhum	12 0	12 0	13 0	...	...	40 0	18 0	16 0	20 0	30 0	30 0	32 0	...	...	...	...	...	...	...	...	...	...	...	...

f In the sub-divisions retail prices of salt are as follow:—Barasat and Basarhat 12 seers, Diamond Harbour and Garripore 10-8 seers, Barrackpore 12-12 seers, and Dum Dum 12 seers.

g In the sub-divisions retail prices of salt are as follow:—Kowshita and Dongong 15 seers, Maherpore 10-10 seers, Choudanga 12 seers, and Rainghat 12-14 seers.

h Retail price of salt in Bagrihat 11 seers, and Bakhira 10-10 seers.

i In the sub-divisions retail price of salt is 12 seers.

j In the sub-divisions retail prices of salt are as follow:—Lalbagh 11 seers, and Jungpore and Kandil 11-8 seers.

k Retail price of salt at Raingunge 11-5 seers and at Nalipore 12 seers.

l In Antore retail price of salt is 12 seers.

m In the sub-divisions retail prices of salt are as follow:—Gairbanda 11 seers, Nilphamari 12 seers, and Karigram 10 seers.

n In Beragunge retail price of salt is 14 seers.

o Retail price of salt at Kureong 8 seers and Biligori 10 seers.

p Retail price of salt at Falmotta in Alipore sub-division 10-5 seers.

q In the sub-divisions retail prices of salt are as follow:—Manekgunge 12 seers, Moonsheegunge 10-5 seers, and Naraingunge 12 seers.

r In the sub-divisions retail prices of salt are as follow:—Goswami and Bhangra 12 seers, Madaripore 12 seers, and Chapraingunge 12-12 seers.

s In the sub-divisions retail prices of salt are as follow:—Patnakhali 10-10 seers, Farazpore 12 seers, and Bughra 10 seers.

t In the sub-divisions retail prices of salt are as follow:—Kishoreganj 8 seers, Aitna 12 seers, Jangpore 11 seers, and Neirokha 12-5 seers.

u In the sub-divisions retail prices of salt are as follow:—Brammabari 11 seers, and Choudpore 12 seers.

v Retail price of salt at Kumerah 10 seers, Hathamaree 11 seers, and Cox's Bazar 12 seers.

SEERS OF 80 TOLAHS.

BUNGA—continued.

1 In the interior retail prices of salt range from 8 to 12-4 seers.
 2 In the sub-divisions retail prices of salt are as follow :—Jhannabad 13 seers, and Nowada 10 seers.
 3 In the sub-divisions retail prices of salt are as follow :—Buxar 11-8 seers, Banarsain 11-12 seers, and Bhabush 10-12 seers.
 4 In the sub-divisions retail prices of salt are as follow :—Mathbhani 12 seers, and Tapore 11-8 seers.
 5 In the interior retail prices of salt range from 10 to 12-4 seers.
 6 In the sub-divisions retail prices of salt are as follow :—Sujan Ra. 3-5-4 per maund, Gopalgunge Rs. 3-5 per maund.
 7 In the interior retail prices of salt range from 8 to 12-4 seers.
 8 In the sub-divisions retail prices of salt are as follow :—Regisrall 12 seers, and Jamul 12-5 seers.
 9 In the sub-divisions retail prices of salt are as follow :—Banka 11 seers, Supple 10 seers, and Mudehpore 10-8 seers.
 10 In the sub-divisions retail prices of salt are as follow :—Khasengunge 10 seers, and Arrahwa (Khangunge) 10 seers.
 11 In the sub-divisions retail prices of salt are as follow :—Deogurh 12 seers, and Godda 11 seers.
 12 In Khurda retail price of salt is 13 seers per rupee.
 13 In Bhadrak retail price of salt is 11 seers per rupee.
 14 Retail price of salt at Chattria 10 seers.
 15 Retail price of salt at Dantongunge 9-50 seers.
 16 Retail price of salt at Bhagwanthpore and Govindpore 12 seers, and at Rurrabazar 10 seers.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT

		QUANTITIES PER RU																																			
		Wheat.			Barley.			Rice (best sort).			Rice (common).			Great Millet (Cholum, Jowar). Hosus Sorghum.			Bulrush Millet (Cumboo, Hara). Pennisetum Sp.																				
Province.	Districts.	Present fortnight.			Past fortnight.			Corresponding fort- night of 1881.			Present fortnight.			Past fortnight.			Corresponding fort- night of 1881.			Present fortnight.			Past fortnight.			Corresponding fort- night of 1881.			Present fortnight.			Past fortnight.			Corresponding fort- night of 1881.		
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.			
ASSAM.	Sylhet	10 8	10 8	13 0	...	...	...	14 0	14 0	16 0	31 8	28 0	35 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Cachar	9 6	8 14	11 6	16 0	...	...	20 0	16 0	20 0	26 10	21 5	26 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Goalpara	22 0	22 0	26 11	...	...	...	12 0	13 0	14 8	22 0	20 0	20 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Garo Hills	4 0	4 0	4 0	...	...	...	5 0	5 0	5 0	18 0	18 0	20 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Kamrup	20 0	20 0	17 0	...	...	...	13 0	13 0	14 0	18 0	18 0	17 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Darrang	...	...	...	...	...	...	8 0	10 0	9 0	16 0	16 0	16 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Nowgong	...	...	...	...	...	...	13 8	13 8	11 8	16 0	16 0	16 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Siladgar	...	...	...	...	...	...	6 8	6 8	7 0	16 0	14 0	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lakhimpur	8 0	8 0	9 0	10 0	10 0	10 0	8 0	8 0	7 0	16 0	16 0	16 0		
	Khasi & Jaintia Hills	8 0	8 0	8 0	10 0	9 0	9 0	11 0	10 0	10 0		
N. W. PROVINCES.	Naga Hills	8 0	5 0	4 0	8 0	8 0		
	Dehra Dun	18 8	18 0	19 0	27 0	29 0	30 0	11 0	11 0	10 0	12 0	12 8	12 0	24 0	24 0	20 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0			
	Saharanpur	20 7	20 7	21 0	31 8	33 4	37 12	9 11	9 11	8 1	12 14	12 14	11 14	32 4	32 4	30 0	32 4	32 4	32 4	32 4	32 4	32 4	32 4	32 4	32 4	32 4	32 4	32 4	32 4	32 4	32 4	32 4	32 4	32 4			
	Muzaffarnagar	19 12	18 15	19 4	28 11	28 11	35 5	6 9	6 9	6 9	14 5	14 5	13 4	28 11	28 11	26 0	28 11	28 11	28 11	28 11	28 11	28 11	28 11	28 11	28 11	28 11	28 11	28 11	28 11	28 11	28 11	28 11	28 11	28 11			
	Meerut	19 0	18 8	21 0	27 0	26 0	30 0	6 0	6 0	5 8	15 0	15 0	13 0	27 0	27 0	25 0	27 0	27 0	27 0	27 0	27 0	27 0	27 0	27 0	27 0	27 0	27 0	27 0	27 0	27 0	27 0	27 0	27 0	27 0			
	Bulandshahr	19 8	18 12	21 5	26 0	25 12	32 0	6 0	6 0	6 0	10 5	10 5	10 5	24 0	24 0	22 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0			
	Aligarh	18 4	18 0	14 4	24 0	24 8	25 8	6 0	6 0	6 0	11 0	11 0	14 8	24 0	25 0	20 0	24 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0			
	Kanpur	17 0	17 0	18 0	18 0	18 0	20 0	10 0	10 0	9 0	14 0	13 0	14 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Gorhwal	24 0	24 0	20 0	30 0	24 0	22 0	9 0	9 0	8 8	17 8	17 8	13 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	PUNJAB.	Bijnor	17 7	17 2	20 13	27 0	26 2	30 6	11 4	11 4	11 4	12 6	12 15	12 6	21 6	21 6	15 12	19 2	13 8	15 12	19 2	13 8	15 12	19 2	13 8	15 12	19 2	13 8	15 12	19 2	13 8	15 12	19 2	13 8			
Moradabad		19 6	18 7	20 15	23 12	23 2	30 10	9 6	9 6	8 2	13 2	13 2	15 10	25 0	25 0	22 4	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0			
Budhgaon		18 2	17 6	20 11	23 6	22 8	29 1	9 9	9 9	8 0	16 0	18 12	16 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bareilly		17 3	16 14	19 8	22 8	21 14	27 8	8 2	8 2	7 13	13 12	13 12	15 10	24 6	22 8	25 0	22 8	22 8	22 8	22 8	22 8	22 8	22 8	22 8	22 8	22 8	22 8	22 8	22 8	22 8	22 8	22 8	22 8	22 8			
Shahjahanpur		19 0	18 8	20 4	24 12	24 12	29 12	9 4	9 4	8 8	17 0	14 8	15 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tarai Pergamnahs		21 8	21 0	23 0	35 0	30 0	35 0	10 0	7 8	10 0	15 0	16 0	15 0	25 0	25 0	22 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0			
Muttra		17 3	17 8	18 12	24 0	23 0	24 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Agra		17 4	17 8	18 0	25 0	23 0	22 8	6 0	6 8	6 0	14 0	14 0	13 8	24 0	25 0	22 0	24 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0			
Farukhabad		17 10	17 9	18 14	22 6	21 12	27 8	6 13	6 13	6 2	13 2	13 4	14 5	23 1	23 1	20 0	23 1	23 1	23 1	23 1	23 1	23 1	23 1	23 1	23 1	23 1	23 1	23 1	23 1	23 1	23 1	23 1	23 1	23 1			
Mainpuri		19 0	19 0	16 8	25 0	25 0	23 0	6 0	5 0	5 0	11 0	11 0	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
PUNJAB.	Etawah	18 8	18 0	16 12	23 0	22 0	23 8	6 0	6 0	6 0	14 8	14 8	14 8	25 0	25 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0			
	Etah	20 0	18 12	17 8	25 0	24 8	25 0	10 0	8 0	8 0	...	12 0	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Jalnan	18 0	19 0	20 8	20 0	20 0	20 0	10 0	10 0	8 0	13 0	13 0	13 0	23 0	23 0	24 0	23 0	23 0	23 0	23 0	23 0	23 0	23 0	23 0	23 0	23 0	23 0	23 0	23 0	23 0	23 0	23 0	23 0	23 0			
	Jhansi	21 5	20 10	22 13	33 8	32 10	27 7	8 0	8 0	7 14	15 0	15 0	13 13	23 0	27 4	25 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lalitpur	21 0	21 0	28 8	37 0	37 0	35 0	11 0	10 0	10 0	13 0	13 0	12 0	32 0	32 0	28 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0			
	Cannanore	18 8	18 0	19 8	26 8	26 0	29 8	11 0	11 0	10 8	14 0	14 0	16 8	32 0	32 0	28 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0			
	Fatehpur	16 10	16 14	18 2	25 12	25 12	24 0	18 8	11 4	13 0	15 4	15 4	15 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Banda	18 0	18 0	17 8	21 4	21 0	18 0	9 0	9 0	10 0	14 8	14 0	13 8	33 0	33 0	22 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0				
	Almabad	17 8	17 8	17 10	25 8	25 8	26 8	12 0	11 8	11 8	17 0	17 0	18 0	32 0	30 0	26 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0			
	Hanupur	16 0	15 4	16 14	...	20 4	22 8	10 0	10 0	11 4	...	...	16 14	27 0	25 0	20 4	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0									

SEERS OF 80 TOLAH.

[illegible]

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT

QUANTITIES PER RUPEE

Provinces.	Districts.	Wheat.			Barley.			Rice (best sort).			Rice (common).			Great Millet (Cenurus, Jowar, Eleusine Bergam.)			Burrush Millet (Cenurus, Barri, Pennisetia Spicata)		
		Present fortnight.	Past fortnight.	Corresponding fort- night of 1881.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1881.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1881.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1881.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1881.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1881.
		S. Ch. S.	Ch. S.	S. Ch. S.	S. Ch. S.	Ch. S.	S. Ch. S.	S. Ch. S.	Ch. S.	S. Ch. S.	S. Ch. S.	Ch. S.	S. Ch. S.	S. Ch. S.	Ch. S.	S. Ch. S.	S. Ch. S.	Ch. S.	S. Ch. S.
PUNJAB—continued.	Amritsar	25 8	24 8	20 8	41 0	39 0	29 8	...	...	...	11 8	11 8	11 0	29 4	29 4	26 8	22 8	22 8	21 8
	Siakot	26 0	24 0	20 0	41 0	39 0	31 0	...	...	...	14 0	15 0	12 8	27 0	27 0	24 0	21 0	21 0	21 0
	Gurdaspur	30 0	30 0	23 0	40 0	40 0	28 0	...	...	...	16 0	16 0	12 0	24 0	24 0	21 0	14 0	14 0	13 0
	Lahore [a]	24 0	23 0	20 0	38 0	36 0	27 0	...	...	...	11 0	11 0	9 0	32 0	23 0	20 0	24 0	24 0	21 0
	Ferozepore [b]	24 0	22 8	19 8	39 0	33 0	32 0	...	...	...	11 0	11 0	10 0	...	35 0	...	...	...	...
	Gujranwala	26 0	24 0	20 0	40 0	38 0	32 8	...	...	...	18 0	13 0	18 0	22 0	22 0	20 0	20 0	20 0	21 4
	Rawalpindi [c]	21 8	20 0	13 8	33 0	30 0	24 0	...	...	...	11 8	8 12	7 0	31 0	30 12	19 0	24 0	24 0	21 7
	Jhelum	No return received							...	...	12 0	12 0	8 0	27 0	25 0	19 8	23 8	23 0	21 8
	Gujrat	25 8	24 12	19 4	43 0	41 0	30 8	...	...	...	13 0	13 0	11 0	22 0	20 0	17 0	21 0	20 0	21 8
	Shahpur	20 12	20 12	15 8	32 0	32 0	24 0	...	...	...	10 0	10 0	9 0	30 0	28 0	20 0	24 0	24 0	21 4
	Mooltan	17 0	17 0	14 4	29 0	28 0	19 8	...	...	...	11 0	11 0	9 0	20 0	24 0	16 0	18 0	18 0	21 8
	Jhang [d]	20 0	19 0	15 8	31 0	32 0	24 0	...	...	...	5 8	6 8	6 8	30 0	20 0	...	16 0	16 0	...
	Montgomery	20 0	19 0	15 8	24 0	24 0	20 0	...	...	...	7 0	7 0	5 0	18 0	18 0	14 0	18 0	18 0	21 4
	Muzaffargarh	18 8	18 8	15 8	26 0	26 0	21 0	...	...	...	9 1	8 12	7 8	30 0	30 0	25 0	122 8	20 0	21 8
	Dera Ismail Khan	19 3	19 4	16 15	27 8	27 14	28 6	...	...	...	7 8	7 8	7 8	21 4	21 4	17 8	20 0	20 0	21 8
	Dera Ghazi Khan	17 8	17 8	15 0	20 0	20 0	25 0	...	...	...	10 0	8 12	6 9	35 0	37 8	30 0	25 0	25 0	21 8
	Bannu [e]	30 10	30 0	18 12	42 8	41 14	32 8	...	...	...	9 8	9 8	6 0	27 0	27 0	16 11	14 0	14 0	21 8
	Peshawar	19 0	19 8	10 12	35 12	35 12	24 12	...	...	...	11 8	12 2	9 0	21 10	23 14	16 9	21 10	21 10	21 8
	Kohat [f]	17 8	17 8	13 1	31 14	31 14	23 10	...	...	...	13 0	12 0	9 8	...	...	21 8	...	...	...
	Hazara . . . . .	...	23 4	13 12	40 0	40 0	31 0	...	...	...	...	...	...	...	...	...	...	...	...
CENTRAL PROVINCES.	Nagpur	17 0	17 0	16 0	...	...	...	9 8	8 10	8 8	16 0	16 4	15 0	26 12	25 4	23 12	...	...	...
	Bhandara	18 4	19 0	20 0	...	...	...	10 8	10 0	9 12	21 4	20 8	16 8	22 8	24 0	20 8	...	...	...
	Chanda	19 0	18 0	20 0	...	...	...	...	...	...	13 0	12 0	14 8	24 0	23 0	23 0	...	...	...
	Wardha	No return received							...	...	15 0	15 0	15 0	27 0	27 0	25 0	...	...	...
	Kalaghāt	17 0	17 0	22 8	...	...	...	15 0	15 0	15 0	13 0	14 0	15 0	16 0	17 0	23 0	15 0	15 0	21 8
	Jubbulpore	16 0	16 12	18 8	21 0	22 0	17 0	10 0	9 0	9 0	13 0	14 0	15 0	...	...	...	...	...	...
	Saugor	18 8	18 0	34 8	...	...	...	8 0	8 0	8 0	9 0	9 0	9 0	...	...	...	...	...	...
	Dumoh	22 8	22 0	49 0	...	...	...	14 8	13 12	12 12	15 0	14 8	13 12	...	...	...	...	...	...
	Seoni	19 0	19 0	24 0	...	...	...	13 8	13 0	11 8	19 0	18 0	19 0	...	...	...	...	...	...
	Bhindwara	19 0	19 0	32 0	...	...	...	14 0	14 8	17 0	19 8	19 0	22 8	...	...	...	...	...	...
	Betul	16 0	16 0	28 0	...	...	...	9 0	9 0	13 0	10 0	10 0	14 0	20 0	20 0	0 42	0	...	...
	Chhindwara	17 0	17 0	25 0	...	...	...	8 0	8 0	9 0	13 0	12 0	15 0	22 0	23 0	0 40	0	...	...
	Hoshangabad	15 7	15 7	17 6	...	...	...	4 8	4 8	4 0	11 4	10 13	7 8	23 10	21 8	23 10	18 0	17 0	21 8
	Narsinghpur	15 8	15 8	18 0	...	...	...	10 0	10 0	10 0	12 0	12 0	11 8	30 0	27 7	45 0	25 0	22 4	43 0
	Nimar	16 0	14 10	16 0	...	...	...	...	...	...	40 0	40 0	39 8	...	...	...	...	...	...
	Ratpur	27 0	26 0	34 8	...	...	...	20 0	20 0	21 8	44 0	44 0	43 0	...	...	...	...	...	...
	Sambalpur	22 12	22 12	26 0	...	...	...	35 0	35 0	32 0	44 0	44 0	43 0	...	...	...	...	...	...
	Bilaspur	45 0	45 0	72 0	...	...	...	54 0	45 0	54 0	84 0	73 0	72 0	...	...	...	...	...	...
UNITED BIRMA.	Arakan Division.																		
	Akyab . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Northern Arakan . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Kyaukpada . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Saundowny . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Pegu Division.																		
	Bangoon town and Han- thawaddy . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Tharrawaddy . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Prone . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Irrawaddy Division.																		
	Henzada	No return received							...	...	...	...	...	...	...	...	...	...	...
	Bassein . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Thonekwa . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Thayetmyo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Tenasserim Division.																		
	Moulmein town and Amherst . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Tavoy . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Mergui . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Toungoo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Shwepyithar between . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
HYDERABAD AND SINDH DISTRICTS.	Secunderabad	17 12	17 4	15 8	...	...	...	7 14	7 8	7 2	9 13	9 13	9 13	9 13	25 14	24 14	24 14	...	27 0
	Bolaram	19 7	18 10	16 11	...	...	...	7 6	7 6	8 1	9 8	9 4	9 4	9 5	29 9	28 4	26 11	...	...
	Chuddergat	14 0	13 8	11 8	...	...	...	7 0	7 0	8 8	9 8	9 8	9 8	9 0	28 0	27 0	27 0	0 33	0 33
	Amraoti	16 0	16 0	16 0	11 0	11 0	9 8	8 0	8 0	7 0	10 0	10 0	10 0	8 0	28 0	28 0	0 40	0 18	0 18
	Akoti	17 0	16 0	16 0	...	...	...	7 0	7 0	8 0	10 0	10 0	10 0	8 0	31 0	30 0	0 46	0 16	0 21
	Kilichpur	16 0	16 0	18 0	12 0	12 0	12 0	8 0	8 0	6 0	12 0	12 0	12 0	8 0	23 0	22 0	0 34	0 32	0 22
	Buldana	17 0	17 0	21 0	...	...	...	...	...	...	11 0	11 0	11 0	11 0	33 0	32 0	0 53	0 28	0 28
HYDERABAD AND SINDH DISTRICTS.	Wan	14 0	13 8	17 0	...	...	...	7 0	7 0	7 0	10 8	10 8	10 8	10 0	28 0	28 0	0 38	0	...
	Bastam	20 0	20 0	21 0	...	...	...	5 0	5 4	5 4	13 8	12 0	14 0	34 0	34 0	0 43	0	...	...

[a] Jowar falling.

[b] Barley falling.

[c] Pirewood falling.

[d] Jowar rising.

DLA FOR THE 1st HALF OF SEPTEMBER 1962 —continued.

BEERS OF 60 TOLAHS.

[illegible]

[6] Bajra falling.

[f] Barley and bajra rising.

- No wholesale salt sold.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT

QUANTITIES PER RUPEE

PROVINCE.	DISTRICTS.	Wheat.			Barley.			Rice (best sort).			Rice (common).			Great Millet (Cholum, Jowar), Haloos Sorghum.			Bulrush Millet (Cumbus, Bura), Pencillaria Spont.		
		Present fortnight.			Present fortnight.			Present fortnight.			Present fortnight.			Present fortnight.			Present fortnight.		
		10	11	12	10	11	12	10	11	12	10	11	12	10	11	12	10	11	12
MYSORE.	Bangalore	10	11	11	10	11	11	10	11	11	10	11	11	10	11	11	10	11	11
	Kolar	10	11	11	10	11	11	10	11	11	10	11	11	10	11	11	10	11	11
	Tumkur	14	0	14	0	16	0	12	8	12	8	12	0	12	0	12	0	12	0
	Mysore	12	0	12	0	10	8	11	0	11	0	10	12	11	0	11	4	11	12
	Hassan	10	8	10	8	12	0	11	0	11	0	10	8	12	0	11	0	11	8
	Shimoga	13	10	12	10	12	10	14	11	13	10	13	10	11	9	10	8	13	10
	Kodur	15	0	15	0	9	0	14	0	14	0	12	0	11	0	11	0	14	0
COORG.	Chitaldroog	14	0	14	0	14	0	16	0	16	0	16	0	11	0	11	0	13	0
	Coorg	8	14	8	14	7	11	8	7	8	6	8	14	10	10	10	8	13	10
	Jaypore	16	4	16	0	16	0	22	0	22	0	24	0	6	0	6	0	9	0
	Kishengurb	17	0	17	0	17	8	24	8	24	8	27	0	8	0	8	0	10	0
	Kerrowlee	17	18	16	0	16	0	22	8	18	8	20	0	12	8	12	8	11	8
	Uthar	19	1	19	1	18	1	26	18	26	8	23	11	9	0	9	0	8	0
	Bhurspore (City)	18	8	17	8	17	0	26	0	23	8	22	0	6	8	6	8	11	0
RAJPOOTANA.	Ajmere	15	0	15	8	17	8	23	12	23	0	27	8	5	0	5	0	8	0
	Deoli Cantonment	17	6	16	1	19	9	22	5	20	5	23	0	10	8	10	8	9	2
	Eripura	16	12	16	12	17	13	23	9	23	9	30	0	8	0	8	0	8	0
	Sirohee	15	0	17	0	18	0	25	0	28	0	27	0	7	0	7	0	8	0
	Abu	15	4	15	10	15	10	23	0	23	0	23	12	6	8	6	8	5	8
	Anand	17	0	17	12	17	6	26	0	26	0	27	0	7	0	7	0	6	0
	Hilly Tracts of Maywar	20	0	20	0	25	0	25	0	24	0	28	0	16	0	16	0	18	0
MARWAR.	Maywar (Jodhpore)	14	10	15	8	14	13	19	8	19	14	19	2	9	12	10	2	7	13
	Banswara (Maywar Agency)	21	14	21	14	21	4	...	...	...	...	...	...	8	12	10	0	7	8
	Parbhargur (")	13	0	17	10	17	8	...	...	...	...	...	...	10	5	10	5	7	8
	Marwar (Jodhpore)	16	9	16	4	17	8	22	8	21	4	25	0	6	4	6	4	5	0
	Bikaner	13	8	12	0	9	6	...	...	...	...	...	...	3	4	3	4	2	14
	Boondee	16	8	16	8	23	0	27	0	37	0	32	8	8	12	10	0	8	0
	Kotah	17	0	16	12	25	4	18	0	18	8	32	0	9	0	8	12	7	12
CENTRAL INDIA.	Tonk	13	11	13	7	18	8	23	4	21	5	23	10	7	0	7	0	9	9
	Jhullawar	15	0	15	4	21	4	15	14	15	14	27	14	10	2	10	2	8	13
	Shahpoora	16	1	16	0	20	0	20	4	20	6	26	8	10	2	11	2	9	8
	Dholpur	18	8	16	10	16	10	27	4	20	4	20	10	9	2	7	14	7	14
	Indore	16	0	15	8	19	3	...	...	...	...	...	...	8	0	8	9	7	8
	Gwahior	16	5	15	11	14	14	20	10	18	12	17	14	7	13	7	11	6	14
	Guona	20	4	20	4	26	8	19	0	19	0	21	0	9	8	9	8	9	8
BAGHELKHAND (SOUTH).	Baghelkhand (SOUTH)	21	0	21	0	20	9	32	0	32	0	30	0	8	0	8	0	7	0

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch.)

INDIA FOR THE 1st HALF OF SEPTEMBER 1882 —concluded.

SEERS OF 80 TOLAHS.

• Eight pies per bundle.

† Sea Salt.

‡ Earth Salt.

D. M. BARBOUR,
Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

No. XXXVI of 1882.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

Latest return received.	Railways.	Total length open.	RECEIPTS FOR WEEK ENDING 10TH SEPTEMBER 1881.		Total length open.	RECEIPTS FOR WEEK ENDING 9TH SEPTEMBER 1882.		TOTAL RECEIPTS FROM 1ST APRIL TO 10TH SEPTEMBER 1881.		TOTAL RECEIPTS FROM 1ST APRIL TO 9TH SEPTEMBER 1882.		Total Increase in 1882-83.	Decrease in 1882-83.
			Total.	Per mile open.		Total.	Per mile open.	Total.	Per mile open per week.	Total.	Per mile open per week.		
			Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
16th Sep. 1882	<i>Guaranteed.</i> Eastern Bengal . . .	172	1,68,099	948	172	1,63,769	952	21,11,108	524	21,27,553	539	16,445	...
9th ditto	Oudh and Rohilkhand . . .	547	86,880	159	547	70,909	129	21,30,078	167	21,91,114	173	61,036	...
9th ditto	Sind, Punjab, and Delhi . . .	676	1,49,887	221	676	1,41,056	209	37,98,955	241	40,79,446	261	2,80,491	...
9th ditto	Madras . . .	858	1,14,864	133	861	1,16,952	136	28,41,828	142	31,73,352	160	3,31,524	...
9th ditto	South Indian . . .	655	80,100	122	655	74,756	114	17,37,549	114	17,89,117	115	1,668	...
9th ditto	Great Indian Peninsula . . .	1,439	4,79,647	333	1,450	3,07,780	212	1,41,09,709	419	1,45,55,705	433	4,45,996	...
9th ditto	Bombay, Baroda, and Central India . . .	444	1,01,952	230	461	1,04,112	226	43,32,205	419	45,84,406	430	2,52,201	...
	TOTAL . . .	4,791	11,75,369	245	4,822	9,79,231	203	3,10,61,432	278	3,24,50,893	290	13,89,261	...
16th Sep. 1882	<i>Stats.</i> East Indian . . .	1,504	9,78,449	651	1,507	6,37,001	423	1,84,45,292	526	1,92,04,601	551	7,59,309	...
9th ditto	Calcutta and South-Eastern . . .	28	2,195	78	28	2,800	85	67,283	103	85,390	119	18,102	...
9th ditto	Nalhati . . .	27	1,365	51	27	1,228	45	27,773	44	29,946	48	2,173	...
9th ditto	Northern Bengal . . .	233	34,495	148	230	33,340	145	7,02,672	131	8,15,450	152	1,12,578	...
9th ditto	Tirhoot . . .	76	7,706	101	75	9,992	133	2,50,527	134	2,79,678	149	29,151	...
9th ditto	Patna-Gya . . .	57	24,321	427	57	6,243	110	3,04,238	154	1,95,283	148	...	5,985
16th ditto	Muttra-Hathras . . .	29	2,972	102	29	2,991	103	62,664	93	50,820	76	...	11,846
16th ditto	Cawnpore-Farrakhabad . . .	86	4,616	54	87	4,948	57	1,16,365	58	1,44,874	72	28,509	...
9th ditto	Dildarbagar-Ghanipur . . .	12	478	40	12	487	41	17,846	64	19,959	72	2,113	...
16th ditto	Rajputana-Malwa . . .	1,016	1,37,738	136	1,117	1,49,385	131	35,84,070	161	43,73,640	169	7,89,570	...
9th ditto	Wardha Coal . . .	45	7,836	174	45	8,432	187	2,17,601	208	2,34,633	225	17,032	...
9th ditto	Nagpur and Chhattisgarh . . .	53	3,813	72	98	3,296	34	1,27,531	93	2,52,769	111	1,25,233	...
2nd ditto	Rangoon and Irrawaddy Valley . . .	161	20,971	130	...	(a) ..	...	(b) 5,81,546	162	(c) 5,92,463	166	10,917	...
16th ditto	Sindia . . .	75	4,676	62	75	4,102	55	1,26,001	72	1,37,183	79	11,182	...
9th ditto	Punjab Northern . . .	363	49,857	137	409	52,177	123	12,71,434	150	12,87,949	138	16,515	...
16th ditto	Indus Valley and Kandahar . . .	660	80,070	121	650	1,02,033	157	19,91,981	130	18,56,469	132	...	1,35,513
16th ditto	Muttra-Achnera . . .	...	...	...	23	2,312	101	...	...	29,349	55	29,349	...
	TOTAL . . .	2,921	3,83,109	131	2,967	3,83,756	129	99,49,737	137	1,03,85,905	143	10,36,168	...
9th Sep. 1882	<i>Native States.</i> Bhavnagar-Gondal . . .	119	6,633	56	194	8,435	43	3,18,703	85	4,15,098	92	96,396	...
9th ditto	Nizam's . . .	121	13,047	108	121	16,130	133	3,62,067	129	3,79,247	135	17,180	...
2nd ditto	Mysore . . .	58	2,010	35	...	(a) ..	...	(b) 60,484	47	(c) 1,19,816	63	59,332	...
	TOTAL . . .	298	21,690	73	315	24,565	78	7,41,254	94	9,14,161	80	1,72,907	...
	GRAND TOTAL . . .	9,514	25,58,617	269	9,611	20,24,556	211	5,95,97,715	267	6,29,55,860	276	33,57,645	...
	GROSS ESTIMATED EXPENSES . . .	...	...	...	...	...	...	2,92,94,138	131	3,06,53,703	135	...	...
	NET RECEIPTS . . .	...	...	...	...	...	...	3,03,03,577	136	3,23,01,652	141	19,98,075	...

(a) Return not received.

(b) Total receipts from 1st April to 3rd September 1881.

(c) Total receipts from 1st April to 2nd September 1882.

SINLA,
The 5th October 1882.FRED. FIREBRACE, Major, R.K.,
Under-Secretary.

GOVERNMENT OF INDIA.
LEGISLATIVE DEPARTMENT.

ABSTRACT OF THE PROCEEDINGS OF THE COUNCIL OF THE GOVERNOR
GENERAL OF INDIA, ASSEMBLED FOR THE PURPOSE OF MAKING
LAWS AND REGULATIONS UNDER THE PROVISIONS OF THE
ACT OF PARLIAMENT 24 & 25 VIC., CAP. 67.

The Council met at Government House, Simla, on Thursday, the 5th
October, 1882.

P R E S E N T :

His Excellency the Viceroy and Governor General of India, K.G., G.M.S.I.,
G.M.I.E., *presiding*.

His Honour the Lieutenant-Governor of the Panjáb, K.C.S.I., C.I.E.

His Excellency the Commander-in-Chief, G.C.B., C.I.E.

The Hon'ble J. Gibbs, C.S.I., C.I.E.

Major the Hon'ble E. Baring, R.A., C.S.I., C.I.E.

Lieutenant-General the Hon'ble T. F. Wilson, C.B., C.I.E.

The Hon'ble C. P. Ilbert, C.I.E.

The Hon'ble Sir S. C. Bayley, K.C.S.I., C.I.E.

The Hon'ble T. C. Hope, C.S.I., C.I.E.

The Hon'ble C. H. T. Crosthwaite.

The Hon'ble W. C. Plowden.

PANJÁB UNIVERSITY BILL

The Hon'ble MR. GIBBS moved that the Report of the Select Committee
on the Bill to establish and incorporate the University of the Panjáb be taken
into consideration.

The Motion was put and agreed to.

The Hon'ble MR. GIBBS also moved that the Bill as amended be passed.
He said :—

“The Bill has received the very careful attention of the Select Committee,
and we are greatly indebted to His Honour the Lieutenant-Governor for the
assistance he has rendered to us in our work.

“It will be seen, I think, that the great object which the promoters of the
Bill had, namely, to preserve the peculiar feature of the Oriental Department
of the Panjáb College, has been carried out, and the new University will be able
to create an Oriental Faculty, in which degrees somewhat similar in name, but
with sufficient difference to prevent their being confounded with those given
by the European Faculties, will be granted to those who pass such examinations
as may be finally determined on by the University, with the sanction of the
Government of India.

“It will be seen that the general management of the University will be
conducted in communication with the Government of the Panjáb, the sanction
of the Government of India being alone confined to the making and amending
of the Statutes of the University, the Rules and Regulations for examinations,
and the conditions to be fulfilled by the candidates for degrees. The provision
that these two points should be left for the general sanction of the Government
of India will, it is considered, prove a sufficient guarantee that the degrees and
distinctions are properly conferred, while all other matters may justly be left to
the Lieutenant-Governor of the Panjáb, who is also Chancellor of the University.

“The Report of the Select Committee is so full, that I need not take up the
time of the Council with any detailed account of the alterations we have made,
but will content myself with saying that, in passing the Bill as now framed, I
feel assured that the Council will be carrying out the wishes of those interested

in the scheme; and I sincerely trust that the new University may prove a blessing to the people of the Panjáb."

His Honour THE LIEUTENANT-GOVERNOR of the Panjáb said:—

"I trust the Panjáb University Bill will be passed at this sitting of Council, and that I shall be able at last to congratulate the chiefs, nobles and people of the Panjáb upon the success which has crowned their efforts after seventeen long years of waiting and working. If any proof be needed of the thorough genuineness of the demand for a University in the Panjáb, it is, I think, to be found in the steady perseverance with which, in spite of many and repeated official discouragements and refusals, this object has been pursued by the people, and the liberality with which Natives of all ranks in the Panjáb have contributed for its attainment. For the purposes of the University, there is now a sum of no less than Rs. 3,75,000 invested in Government 4 per cent. paper,—all derived from voluntary donations,—and a regular annual income of about Rs. 45,000 from interest, contributions and fees, exclusive of any support from Government. This is a magnificent illustration of the principle of self-help which Government are now beginning to insist upon as a cardinal point in their educational policy.

"The movement for a University originated in a letter of the late lamented Sir Donald Macleod, dated 10th June, 1865, in which he called for suggestions for the improvement of Oriental learning and the extension of a sound vernacular literature, by transfusing into the languages of the country the knowledge, literature and science of the West. The subject was at once taken warmly up by a literary society, called the Anjuman-i-Panjáb, which had just been founded at Lahore, under the guidance of Dr. Leitner, to whose devotion and untiring services in connection with the University movement it is impossible to give too much prominence. A separate committee of European officers, of whom I had the honour to be one, was at the same time formed at Lahore to consider the question. The suggestions for the improvement of vernacular literature were expanded by the Anjuman into a proposal for the establishment at Lahore of an Oriental University, which should be a supreme literary, examining and teaching body for Oriental literature and Western science, and which should utilize and develop the existing educational elements in the country.

"Besides endeavouring to revive an interest in Oriental learning, to teach as far as possible through the vernaculars, and to stimulate the production of original vernacular literature, one of the chief aims of the proposed University, which should never be lost sight of, was the introduction of a popular and national system of education on the principles of the Education Despatch of 1854, by giving the people a large and direct voice in the regulation of their own educational affairs. This was very strongly insisted upon by Sir Donald Macleod, who desired as far as possible to promote spontaneity of action on the part of the Native community, and who was opposed to their being too much guided by the opinions and advice of European gentlemen. In the University as now to be established, this popular element is fully secured. The learned and influential classes of the Province will, by the Statutes, be associated with the officers of Government in the promotion and supervision of popular education. The Senate will be a consulting body in all questions of education, including primary education. It will assume, in fact, the position of a Board of Education for the Panjáb, and become in educational matters an embodiment of the principles of local self-government as recently enunciated by the Government of India.

"The name of 'Oriental University,' under which the movement was first started, was in some respects an unfortunate one. It gave rise in some quarters to the belief that the movement was a reaction against high English education, and an attempt to revive the controversy between Orientalists and Anglicists, which had been fought out in the time of Lord William Bentinck. To this radical misconception of its objects and aims I believe the long-continued official discouragement and the direct opposition from a limited section of the Native community, which the movement met with, to be mainly due. So difficult,

indeed, has it been to eradicate this misconception, that, only a few months ago, a number of English-speaking Natives presented to me a petition against the University on the ground that its establishment would be detrimental to high English education and lower the value of English degrees.

"In truth, however, the necessity for the highest study of English has been recognised from the very first. In one of the earliest papers published on the subject by the European Committee of support—a paper entitled 'Objects and Principles of the proposed Lahore University'—I find, for example, the following statement:—

"It may be stated that, although the movement to which the University owes its origin has specially been termed '*Oriental*,' yet that, by the use of the term, no revival of the old warfare between the Orientalists and Anglicists is signified. While the revival of Eastern learning and the creation of a good vernacular literature will be the primary object of the University, yet English will be still considered as the natural complement of education, and of the highest value to the Native student whose mind has been thoroughly disciplined by a study of his Native classics."

"And again:—

"It has been stated that the present movement is in no way intended to inaugurate a reaction hostile to the present educational system. The advantages of English are so great, as the language of the ruling class, and as a vehicle for the direct communication of modern European thought and science, that it would not only be impolitic and foolish, but fatal to the success of the new University, to attempt to oppose it or limit its influence. It may, moreover, be added that the Natives of India have so keen an appreciation of the advantages they gain from a knowledge of English, that there is no fear of its study being neglected."

"Again, at a meeting of those interested in the promotion of the objects of the University, held at Lahore on 12th March, 1868, the following resolution was passed:—

"That education be conveyed, as far as possible, through the medium of the vernacular.

"That, while the highest honours of the University be reserved for those who attain the highest form of education, which, it is admitted, can only at present be attained by those possessing a thorough knowledge of English, the University shall also recognize and honour literary merit and learning in the case of those unacquainted with the English language."

"Later on, when the Panjáb University College was established, the use of English as the medium of examination and instruction in all subjects which cannot be completely taught in the vernacular, the study of English in all schools and colleges connected with the institution, and the necessity of a thorough acquaintance with English as a condition of obtaining the highest honours of the institution, were recorded among the fundamental principles in the constitution of the college, as published in the Government of India Notification No. 472, dated 8th December, 1869.

"Although, therefore, there was no good reason to fear that high English education would be neglected, it was nevertheless just and right that, before consenting to comply with the wishes of the chiefs and people of the Panjáb and to raise the University College to the status of a University with power to grant degrees, the Government of India and the Secretary of State should be thoroughly satisfied that examiners, at once competent and independent, could be obtained for a University at Lahore, that a sufficient amount of controlling public opinion could be brought to bear on teachers and examiners through the medium of the Senate, and that the tests to be applied for degrees should be not less severe than in other Indian Universities, and should be an index that the students possessed definite and sufficiently high acquirements. As regards degrees in Arts, these conditions have been fulfilled, and the Secretary of State has expressed himself satisfied with the evidence as to the sufficiency of the tests. The new University, however, will not be empowered to grant degrees in Law, Science, Medicine or Engineering till such time as the Government of India is satisfied that the proficiency of the Panjáb students in these branches of knowledge also is equal to that of students who receive degrees from other Indian Universities.

"The interests of high English education and of Western science having thus been carefully guarded, it became still more imperative, in framing the University Bill, that the reasonable hopes and expectations of the chiefs and people of the Panjáb, who would have taken little, if any, interest in a project for a

University of a purely English type, but who are intensely interested in the Oriental aspect of the question, should be satisfied. Anything short of this would not only disappoint the aspirations which they have all along entertained, but would make it impossible to carry out the understanding on which the large funds of the Panjáb University College have been collected. Indeed, the whole controversy regarding the status of the proposed University has really centred in the assumed impossibility of securing this essential object without lowering the English standard or confusing the Oriental with the English degrees. Sections 12 and 14 of the Bill deal with this question. They are, in my opinion, the most important sections in the Bill, and I trust the Council will be of opinion that they solve the difficulty in a satisfactory manner.

"It will be observed that by these sections a separate Oriental Faculty is created, with power to grant degrees of its own; and, in consideration of the origin and character of the whole movement, the Oriental Faculty is constituted the first Faculty in order of precedence in the University. I cannot describe the object and probable effect of this arrangement better than by reading from the Report of the Select Committee a short extract taken almost *verbatim* from the letter of the Panjáb Government in which the arrangement was proposed:—

"At present, the Oriental Department in the College is a section of the Faculty of Arts. We propose to empower the Senate to appoint a separate Oriental Faculty, thus asserting, beyond the possibility of mistake, in the constitution of the University, the prominent position assigned to Oriental and vernacular studies. In the Oriental Faculty, degrees would be granted as separate and distinct from degrees in the Faculty of Arts as are the degrees in Law or Medicine. For the B. A. and M. A. degrees, English should be the obligatory instrument both of instruction and examination. For degrees in the Oriental Faculty, in which the vernacular would be the instrument of tuition and examination, we propose the titles of Bachelor, Master and Doctor of Oriental Learning. We would leave the Senate, after the passing of the Bill, to devise precise and detailed rules prescribing the conditions and examinations required for such degrees; and such rules would be submitted, in due course, for the sanction of the Government of India. Here it is only necessary to say that the Oriental degrees would attest general education, that they would be earned by a course resembling as nearly as possible the Arts course, and that they would differ from the ordinary B. A. and M. A. degrees because the Bachelors and Masters of Arts would be obliged to acquire their knowledge in English, while the Bachelors and Masters of Oriental Learning would not necessarily be required to know English at all. They might, of course, learn more or less English at their option. They might even be examined in English as a classical language, should the Senate desire this. But the important point would be that the B. A. and M. A. degrees would, and the Oriental degrees would not, guarantee English qualification. In this way we think that the wishes of the founders and benefactors of the Panjáb University will be properly met, because degrees will be given, as they have always desired, to students who do not know English; while the value to be attached to the degrees in the Oriental Faculty, thus distinguished by an appropriate designation, will not be confounded with that of degrees in Arts, and will be proportionate to the acquirements of the candidates who obtain them as prescribed in the standards of examination."

"I trust, then, that the misunderstanding between the advocates of Oriental and of Western culture, in so far as it existed in the Panjáb, has been got rid of once and for all by this arrangement; that henceforth both parties will meet on common ground and work together hand in hand for the advancement of all sound educational schemes in the Province, whether English or Oriental.

"I will not longer trespass on the indulgence of the Council, though there are several distinctive features of the proposed Panjáb University to which attention might usefully be directed—for example, its freedom and catholicity, whereby students of every language or race or colour, no matter where educated, can be admitted to its privileges and honours, provided only they come up to the standards prescribed; its teaching capacity; its literary functions. All these were embraced in the scheme as originally planned in 1865, and are fully provided for in the University as now to be established.

"I will only add that, as I aided in a very humble way to lay the foundation 17 years ago, so now I deem it a great privilege and honour to have been permitted to help in putting on the cope stone of this magnificent edifice."

The Hon'ble MR. ILBERT said:—

"I do not wish this Bill to become law without saying a few words about its provisions and the subject-matter to which it relates. My accidental con-

nection with the introduction of the Bill, and, still more, the interest which I feel in any matter relating to education in India, must be my excuse for occupying the time of the Council.

"My hon'ble friend the Lieutenant-Governor has called attention to the fact that this, the fourth and youngest of the Indian Universities, possesses some characteristic features which distinguish her from her three elder sisters.

"The University of the Panjáb differs from the Universities of Calcutta, Madras and Bombay in the circumstances of its origin, in the stage at which it comes before the legislature, and in the objects at which it aims. And, first, as to the circumstances of its origin. The Panjáb University, differing in this respect from the other three Universities, but agreeing with the older English Universities, owes its origin, not to the State, but to private liberality. The founders and benefactors of this University seem to have taken to heart the eloquent words of Sir Henry Maine in one of his addresses to the Calcutta University—words which, perhaps, I may be allowed to quote.

"He said:—

"I think that if ever there was a country in which we might expect the wealthier classes to have the ambition of perpetuating their names by University endowments, it is India. There seems to me to be no country in which men look so far forward or so far backward, in which men so deliberately sacrifice their lives to the consideration of what their ancestors have done before them, and of what their descendants will do after them. I may surprise some of you by saying this; but it is my fixed opinion that there is no surer, no easier and no cheaper road to immortality, such as can be obtained in this world, than that which lies through liberality expending itself in the foundation of educational endowments."

"At a time like this, when we are doing our utmost to stimulate private enterprise in every form, and to induce the people at large to co-operate with the official classes in the work of governing the country, such a manifestation of voluntary and spontaneous liberality is especially welcome, and deserves our heartiest recognition and support.

"Then the Panjáb University differs from the other Universities in the stage at which it comes before us. As my hon'ble friend the Lieutenant-Governor has remarked, the task on which we are engaged to-day is not that of laying the foundation-stone of a new institution, but of placing the coping-stone on an institution which has already been in existence for many years. This circumstance has had an important bearing on the character of our legislation. We were warned that the ground before us was not clear, that there were existing regulations to which we were bound to conform, and existing trusts to which we were bound to give effect. I venture to think that some of these warnings were conveyed in somewhat exaggerated language. Nothing can be more clear than that, when the promoters of a new institution, or the founders of an existing institution, come to the legislature and ask it to confer upon them powers and privileges which the legislature alone can give, the legislature is fully entitled to annex terms and conditions to its gift. At the same time, it is obvious that, in the case of an institution such as this, it was the duty of the legislature to give effect to the wishes and intentions of the promoters and founders of the institution, in so far as those wishes and intentions were compatible with public policy.

"Those, my Lord, were the views which guided the Committee to which this Bill was entrusted; and, accordingly, before going into the details of the Bill, we thought it advisable to ascertain, as accurately as might be, what was the existing constitution of the Panjáb University College, of what particulars its property consisted, and on what trusts, if any, that property was held; and we prepared a set of questions for the purpose of obtaining information on these points. Our apologies are possibly due for the trouble we have thereby caused to the gentlemen on whom devolved the task of answering those questions; our thanks are certainly due to them for the labour which they bestowed. We had a précis of their answers prepared for the convenience of the Select Committee. I believe that the lynx eye of Dr. Leitner has detected some inaccuracies in this précis, but he may possibly derive some comfort from the assurance that two at least of the members of the Committee, including myself, had carefully examined the original documents before the précis was prepared. The conclusion we drew from these documents

was that the trusts and purposes to which we were bound to have regard were of two kinds. First, there were certain scholarships, prizes and other emoluments held on specific trusts. With these trusts there has not been, and will not be, any interference. Then there were to be gathered from some of the documents certain indications, more or less vague, of the purposes for which the contributions to the Panjáb University College, to the Oriental College and to the projected Panjáb University were solicited and made. Those indications were not sufficiently precise or consistent to constitute a trust, but, such as they were, we considered it our duty to have regard to them; and I do not think that there is anything inconsistent with them in the Bill, or that there need be anything inconsistent with them in the Statutes, Rules and Regulations which will have to be made under this measure when it has become law. And this leads me to consider some of the special and characteristic objects which the founders of this institution apparently had in view.

“In the first place, it was to be a teaching as well as an examining body. In this respect, as in the circumstances of its origin, it differs from the other Indian Universities, but agrees with the English Universities of Oxford and Cambridge. I should be the last person to criticise a feature which brings this institution into closer conformity with the renowned and venerable Universities of England, but I think it may be worth while to call attention to a certain risk to which any body which combines the functions of teaching and examining is necessarily exposed—the risk, namely, that the examining staff is not sufficiently independent of the teaching staff. That this risk is real and substantial I know from my own English experience, but that due provision will be made in the Statutes of this University to guard against it I have no reason to doubt.

“Another and more important feature of the new University is the prominence given in it to Oriental and vernacular studies. This feature threatened at one time to involve us in a formidable, and apparently interminable, controversy. I remember being told, before I came out to India, that the peculiar characteristic of Indian controversies was that they never came to an end, and that I should probably find Indian officials discussing, with unabated zeal, the same questions which exercised the minds of Lord Cornwallis and Sir John Shore. Accordingly, I was not surprised to find that the controversy which helped to make Lord Macaulay famous, and which some ignorant persons supposed that he had brought to a conclusion about fifty years ago, was still raging in the Panjáb. However, we looked this question in the face, and found that, when looked in the face, it was, like many other questions, not quite so difficult and insoluble as it had at first appeared. In dealing with it, we—and, when I say ‘we,’ I mean in particular my hon’ble friend the Lieutenant-Governor of the Panjáb, to whom more than to any one else is due the present form of this Bill—in dealing with the question, kept in view two or three guiding principles.

“In the first place, we bore in mind the comprehensive nature of the aims and objects of a University. In the days when etymology was not yet a science, people were fond of deriving the name of a ‘University’ from the universality of its aims. The derivation is erroneous, but the thought which suggested it is true. In any University which is worthy of the name, there is room, and ample room, both for Oriental and for Western studies. Next, we remembered that, whilst there are certain features which all Universities must possess in common, yet that, to give prominence to some one particular feature in one particular University, so far from being a matter for criticism, is a positive advantage. And, lastly, we considered that Oriental and Western learning differed from each other, not so much in degree as in kind, and that to confer, for proficiency in the one, marks of distinction which have been associated by usage with proficiency in the other, would be confusing and misleading. Accordingly, we have given effect to the wishes and intentions of the founders by the constitution of a special Oriental Faculty, and we have authorized the University to confer, for Oriental learning, degrees which are equally honourable with, but which cannot possibly be mistaken for, those which denote proficiency in the learning and literature of the West.

"Then, there was another difficult question which we had to consider, and that was, how far it would be possible to adopt the vernacular as the medium of instruction and examination. Those who advocate the adoption of the vernacular for these purposes are fond of contrasting the thoroughness of the instruction which the student thereby obtains with the flimsy and superficial education obtained through the medium of a foreign language. That is one side of the question. But there is another side, and, for the purpose of illustrating that other side, I shall take the liberty of again quoting from one of Sir Henry Maine's addresses to the Calcutta University. He was remarking on the change recently made in substituting classical languages for vernacular or spoken languages as subjects of examination, and he went on to say this :—

"But, independently of the difficulty of examining in languages, many of which have no true literature, which have only a fictitious literature, a literature of translations, you must see what a premium is placed upon flimsiness in knowledge when a young man is examined in a spoken dialect, which is picked up, half unconsciously, in conversation and by the ear, against another young man who is examined in one of those classical languages which, before they are mastered, bring out the strongest powers of the memory and the reason. There is really nothing in common between the linguistic attainments of a student who passes or obtains honours in Greek, or Sanscrit, or Arabic, and those of one who passes in Burmese or Uryu, or—for this is, to a certain extent, true of those languages—even in Bengali or Hindustani."

"I do not say that these remarks express the whole truth, but they do express one side of the truth, and it is a side of which it is important not to lose sight. So far as my own opinion goes, I do not think that it is possible at present to convey through the exclusive medium of a vernacular language such instruction in science as ought to be given—I do not say by elementary schools, but by a University. I do not think it is possible at present for two reasons—*first*, the imperfection of the language, and *secondly*, the want of books. It is not until a comparatively late stage of its existence that a language is capable of expressing the ideas of science. No nobler language was ever written or spoken than the language of Homer, and yet I think that even the Registrar of the Panjab University College would find some difficulty in giving instruction in chemistry or geometry in the language of Homer. Then, even supposing the language to be more developed than it is, the mere want of books opposes a fatal obstacle to the further progress of the student. It must not be forgotten that the real value of a University degree consists, not so much in the actual knowledge, as in the potentiality of knowledge that it implies. The student who has been educated through the medium of a vernacular text-book may have mastered thoroughly such knowledge as he possesses; but, when he has come to the end of his text-book, he finds himself brought face to face with a blank wall. On the other hand, the education of a student who has obtained an acquaintance with one of the Western languages may be flimsy and superficial; but, at all events, he has obtained a key which will open to him the storehouse of all the learning and literature of the West. I hope it will not be supposed from what I have said that I desire in the slightest degree to disparage the admirable work which has been done, and is being done, by Dr. Leitner and his colleagues in preparing vernacular text-books for use in the University College and kindred institutions. There is no nobler, no more patriotic task, than that of raising a mode of speech from the level of a spoken dialect to the level of a literary language, of enriching a national language and creating a national literature. To make such an effort at all implies much enthusiasm and much imagination; and perhaps there is no reason to marvel that those who make the effort are sometimes involved in some confusion between what they have accomplished, what they are in process of accomplishing and what they hope to accomplish. I doubt whether the day has yet come when adequate University instruction can be conveyed exclusively through the medium of the vernacular languages of the Panjab. That day may yet come, and, when it does come, its arrival will have been materially hastened by the labours of Dr. Leitner and his colleagues.

"Perhaps I have dwelt at unnecessary length on the distinctive features of the Panjab University. I have done so because I observed in some of the criticisms of the Bill in its earlier stage that we were charged with having overlooked

these distinctive features, and with having copied too servilely the enactments which constituted and incorporated the three elder Universities. Possibly there may have been some justice in this charge so far as it related to the first draft of the Bill. We all remember the philosopher who professed his inability to frame to his satisfaction an abstract idea of a Lord Mayor without his fur gown and gold chain; and it is quite intelligible that there may have been some persons who felt a difficulty in recognising the Panjáb University without those Oriental literary titles, diplomas and marks of honour which they had been accustomed to regard as its outward and visible signs. But I hope that the Select Committee, and in particular that master artist who a few days ago, in a speech of unrivalled terseness, opened to the Simla public the treasures of local art, have removed such defects and shortcomings as may have existed in the original sketch, and that, in the finished picture which I now hold in my hand, the founders and benefactors of the Panjáb University will recognize a more faithful and life-like portrait of the child of their hopes and their imagination. I have nothing more to add except to wish for the new University a long, a prosperous and a brilliant career."

His Excellency THE PRESIDENT said :—

"After the very full exposition we have heard of the objects of the Bill in its present shape, and of the mode in which those objects will be attained under this measure when, as I trust, it becomes law, it would be quite unnecessary for me to enlarge upon the questions now before the Council; but I cannot let this Bill pass without expressing my great satisfaction that it should have fallen to my lot to occupy the position of Governor General and President of this Council at the time when this measure became law.

"Somewhat less than two years ago, on the occasion of my first visit to Lahore, I received more than one address from bodies in that city upon the subject of the proposal to create a University in the Panjáb. I then stated that I would give to the subject my careful consideration, and that I was very anxious to comply as far as possible with the strong wish evidently entertained by the leading men in the Panjáb that an institution of this description should be established in their midst; and I have fulfilled that pledge. I did not then state—for I had not sufficient information to enable me to state—what would be the result of the consideration given to this subject by the Government of India; but I am exceedingly glad that that result has been one which will, I trust, be greatly to the advantage of the population of the Panjáb and satisfactory to those who have, during the lengthened period to which my hon'ble friend the Lieutenant-Governor alluded, devoted themselves to further this great and important object.

"I entirely agree with one remark among many which fell from my hon'ble friend Mr. Ilbert when he said that it was not a disadvantage, but, on the contrary, was to be regarded with approval, that this University would differ in some respects from the other Universities in this country. I think that that variety in the character of the various educational institutions of the country is in itself a very great advantage, and, so far from considering it any drawback, I view it with great satisfaction.

"I also desire to express my very deep sense of the obligation under which the Princes, the Chiefs and the Native gentry of the Panjáb have laid the Government and the public by the manner in which they have come forward to support and endow this institution. The efforts which they have made are entirely in the direction in which, as it seems to me, it is most desirable that educational proceedings in this country should move; and I regard it as a most auspicious event that they should have come forward so liberally and based the foundation of this University, not upon Government contributions, nor even upon Government support, but upon the free and magnificent gifts of those who are the natural chiefs and leaders of the people of the Panjáb.

"I do not think I need now trouble the Council with any further observations. I hope ere long to have an opportunity of addressing the new University when it meets under the auspices of the law about to be passed. It only,

therefore, remains for me to offer my hearty congratulations to the Lieutenant-Governor on the fortunate circumstance that it has been during the period of his administration—from which I anticipate so many benefits to the Panjáb—that the coping-stone, as he has said, has been put upon an institution in laying the foundation of which he himself so many years ago took a part.”

The Motion was put and agreed to.

ELEPHANTS PRESERVATION ACT, 1879, AMENDMENT BILL.

The Hon'ble MR. GIBBS moved for leave to introduce a Bill to amend the Elephants Preservation Act, 1879. He said :—

“That Act provides in the third section that—

“No person shall kill, injure or capture, or attempt to kill, injure or capture, any wild elephant unless—

- (a) in defence of himself or some other person ;
- (b) when such elephant is found injuring houses or cultivation, or upon, or in the immediate vicinity of, any main public road or any railway or canal ; or
- (c) as permitted by a license granted under this Act.”

“And the fourth section provides that—

“Every elephant captured, and the tusks of every elephant killed, in any of the cases mentioned in section three, clauses (a) and (b), by any person not licensed under this Act shall be the property of Government.”

“The Act, however, does not provide for the case of where a person without a license captures or kills an elephant which may not be engaged in any of the amusements to which the clause refers. This question has, I believe, arisen out of the case of a person who captured three elephants for his own pleasure ; in so doing, it became a question to whom the elephants belonged, and there were weighty arguments put forward as to whether the elephant was not a royal beast and the inheritance of kings, which arguments were found, however, not to be sufficient to solve the difficulty. The consequence is, that it has become necessary to repeal a portion of the fourth section of the Act, the effect of which will be that, in the case of any one killing or capturing an elephant without a license, the tusks or the elephant itself will become the property of Government.”

The Motion was put and agreed to.

NIZÁMAT ACT REPEAL BILL.

The Hon'ble MR. ILBERT moved for leave to introduce a Bill to repeal Act No. XXVII of 1854. He said :—

“The necessity for this measure arises out of the arrangements which have recently been made with the ex-Nawáb Názim of Bengal. By Act XXVII of 1854 it was provided that legal processes which had to be served within the precincts of the Palace of Murshídábád should be served through the Superintendent of the Affairs of the Nizámat, or other officer discharging like functions. It will be in the remembrance of the Council that, by a deed executed in 1880, the Nawáb Názim of Bengal formally resigned the Nizámat, and, as part of the arrangements under that deed, the office of the Superintendent of the Affairs of the Nizámat has been abolished, and it is not likely that that office will be revived, or that any similar office will be created. Under those circumstances, it has become impracticable to give effect to the directions of Act XXVII of 1854, and it has been thought expedient to repeal that Act and to leave processes to be served within the precincts of the Palace of Murshídábád, as elsewhere, in accordance with the ordinary rules of law.”

The Motion was put and agreed to.

PAPER CURRENCY ACT, 1871, AMENDMENT BILL.

Major the Hon'ble E. BARING moved that the Hon'ble Sir S. Bayley be added to the Select Committee on the Bill to amend the Indian Paper Currency Act, 1871.

The Motion was put and agreed to.

Major the Hon'ble E. BARING also moved that the Bill be referred back to the Select Committee. He said :—

" It will be in the recollection of those Members of the Council who were here last summer that my hon'ble friend Mr. Stokes introduced a Bill into the Council having in view the establishment of a circle of issue in British Burma. Subsequently, in conformity with the general policy of the Government in such matters, it was determined to incorporate the whole law relating to Paper Currency into one Act—that is to say, to repeal the existing law, and to re-enact it together with such changes as were necessary in order to provide for the establishment of a circle of issue in British Burma. The opportunity was at the same time taken to make some further amendments in the law. Most of these were of very trifling importance, and no objection was taken to them. One amendment, however, was of some importance. It was proposed, in conformity with orders which had been received from the late Secretary of State, Lord Cranbrook, in 1879, to relieve the Paper Currency Department of the obligation, at present incumbent upon it, to exchange notes for bullion. The result of this amendment of the law would have been that the charge for interest on the bullion whilst it remained at the Mint, and before it had been coined into rupees, would have fallen upon the importers of bullion and not upon the Paper Currency Department. This proposed amendment of the law met, naturally enough, with considerable objections from the importers of bullion. These objections found expression in this Council at the hands of my hon'ble friend Mr. Inglis. The subject was discussed at the last meeting of the Calcutta session. The importers of bullion asked for further time to represent their views, which was readily accorded by the Government. A memorial was in the course of the summer received from certain of the Calcutta banks. The banks raised one or two points into which I need not now enter fully, but as to which it will be sufficient for me to say that the thorough examination of them will take some little time. Further, before we come to any definite conclusion on the subject, a communication to the Secretary of State will probably be necessary. In the meanwhile, Burma wants its paper currency. The export season, when the notes will be especially useful to the mercantile community, is approaching. The notes themselves will be very shortly received. Under these circumstances, we propose to refer the Bill back to the Select Committee with a view to its being passed in its original form, but without the amendment in the law to which the importers of bullion take exception. It occurred to me last March that this contingency might possibly arise, and I therefore asked my hon'ble friend Mr. Inglis whether he saw any objection to the adoption of this course. In the course of the debate which ensued upon the subject, my hon'ble friend said that he saw no objection whatever to the measure being passed into law at Simla, provided it did not contain the provision to which the importers of bullion objected. As to the course which the Government will finally pursue in respect to the obligation of the Paper Currency Department of giving notes for bullion, I can at present give no pledge whatever. All I can say is, that, if any legislation on this point is required, it will take place at Calcutta and not at Simla.

The Motion was put and agreed to.

The Council adjourned to Thursday, the 19th October, 1882.

SIMLA ;

The 5th October, 1882.

D. FITZPATRICK,

Secretary to the Government of India,

Legislative Department.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

SUSPENSIONS AND REMISSIONS OF REVENUE FOR FAILURE OF CROP.

Circular No. 58R.

Extract from the Proceedings of the Government of India, Revenue and Agricultural Department,—dated Simla, 12th October 1882.

Read the following correspondence with the Government of the North-Western Provinces and Oudh on a proposal to charge interest on suspensions and arrears of land revenue :—

Letter from the Government of the North-Western Provinces and Oudh, No. 2350, dated the 9th August 1878.

Letter to the Government of the North-Western Provinces and Oudh, No. 571, dated the 6th September 1878.

Letter from the Government of the North-Western Provinces and Oudh, No. 3002A., dated the 5th October 1878.

Letter to the Government of the North-Western Provinces and Oudh, No. 26, dated the 14th January 1879.

Read the undermentioned correspondence with the Government of the North-Western Provinces and Oudh on remissions and suspensions of land revenue in a time of general scarcity :—

Letter from the Government of the North-Western Provinces and Oudh, No. 2738A., dated the 26th November 1877.

Letter to the Government of the North-Western Provinces and Oudh, No. 481, dated the 6th August 1878.

Letter from the Government of the North-Western Provinces and Oudh, No. 2636A., dated the 3rd September 1878.

Read—

Letter to the Secretary to the Famine Commission, No. 28, dated 14th January 1879, forwarding for consideration a selection of the correspondence specified above.

Famine Commission Report, Part II, Chapter III, Section III on the system of collecting the land revenue.

Read also the following correspondence on the question of varying the revenue demand with regard to the character of the seasons, which arose in connection with the agrarian disturbances in the Dekhan in 1874-75 :—

Government of India (Home Department), Circular No. 6—265-274, dated the 6th March 1879.

Letters from the Government of Madras, { No. 2171, dated the 26th August 1879.
No. 2304, dated the 5th September 1879.

Letter from the Government of Bombay, No. 617, dated the 4th February 1880.

Letter from the Government of Bengal, No. 312, dated the 19th January 1880.

Letter from the Government of the North-Western Provinces and Oudh, No. 2615, dated the 22nd December 1879.

Letter from the Government of the Punjab, No. 155S., dated the 10th July 1880.

Letter from the Chief Commissioner, Central Provinces, No. 4207-233, dated the 17th October 1879.

Letter from the Chief Commissioner, British Burmah, No. 338, dated the 16th January 1880.

Letter from the Chief Commissioner of Coorg, No. 1010-56, dated the 10th January 1880.

Letter from the Chief Commissioner of Assam, No. 1774, dated the 29th September 1879.

Letter from the Resident at Hyderabad, No. 66, dated the 3rd March 1880.

RESOLUTION.

THE question of the extent to which revenue should be remitted or suspended in times of famine and scarcity, and of the degree of elasticity which can be given to the revenue system without losing the advantages of fixed demand, has been before the Government of India for some years. The matter was prominently brought to the notice of the Government of India in a formal manner by the North-Western Provinces Government in their Secretary's letter No. 2350, dated the 9th August 1878. The North-Western Provinces Government suggested the extension, to cases of general drought and other great calamities, of the principles of section 23 of the Provincial rent law, which provided for the remission or suspension of rent and revenue in the event of the destruction of crops by hailstorms, floods, or similar causes. At the same time it brought forward a proposal to amend the revenue law by allowing

Question of relief by remission and suspension of revenue in time of scarcity referred by North-Western Provinces Government in 1878.

the charge of interest on suspended instalments of revenue with the object of establishing a system under which suspensions of revenue would be more systematically and more readily granted in case of need. It was argued on the one hand that the derangement of Imperial finance and the loss caused by delaying the collections made the revenue authorities reluctant to show indulgence even in cases of plain necessity, and it was represented on the other that if interest was chargeable there would be no loss, and that the authorities would be left free to act in the manner best fitted to save the people from distress, and to serve the true interests of Government.

Considered by the
Famine Commis-
sion.

2. Shortly afterwards the whole question of the system under which remissions and suspensions of land revenue might be allowed came under the consideration of the Famine Commission. The Government of India, therefore, after some discussion of the matter with the Local Government, considered it desirable to reserve its final decision on the questions raised by the North-Western Provinces Government until such time as it had received and considered the opinion of the Famine Commissioners.

Referred to Local
Governments by the
Government of India
in connection with
the Dekhan riots.

3. About the same time also the question of varying the revenue demand with reference to the character of the seasons came before the Government of India in connection with distress in the Dekhan; and the correspondence which passed between the Government of India and that of Bombay was submitted to each Local Government with Circular No. 4—265-274, dated 6th March 1879, with a request for an expression of opinion whether there were any districts or parts of districts within its administration to which the plan of a fluctuating or varying assessment might be applied with advantage.

Necessity of deal-
ing with it confirmed
by recent reports of
agricultural distress.

4. The Government of India is in possession of the views of the Famine Commission as stated in paragraph 11, Chapter III, Section III of Part II of their report.* It has also before it the opinions of the Local Govern-

* Appendix A.

ments called for by the circular above noted. It is now, therefore, in a position to deal with the whole subject. The necessity of taking it up, and of following to some extent the lines indicated by the North-Western Provinces Government in 1878, has been forcibly pressed upon the attention of the Government of India by reports lately received on the agricultural condition of several parts of the country during the years immediately succeeding the famine, which show that the measures taken in 1877-78 for preventing the revenue from pressing too heavily on the people failed adequately to meet the difficulty, and that in many places serious and permanent mischief has been caused.

Present Resolu-
tion does not affect
Bombay, Madras,
and permanently-
settled tracts.

5. In the present Resolution it is the intention of the Government of India to deal with the subject so far only as the temporarily-settled districts of Upper India and the Central Provinces are concerned, leaving for future consideration any questions concerning the provinces of Bombay and Madras, where the principles underlying the proposals which it contains already to a greater or less extent form part of the settlement system.

Rigid enforcement
of revenue demand
not absolutely in-
tended by the authors
of the revenue sys-
tem.

6. There can be no doubt that the rigid enforcement of the revenue demand, irrespective of calamities and of seasons, was not part of the intention of the authors of the revenue system in Northern India. This is amply proved by passages in the published Despatches of Mr. Thomason, Lieutenant-Governor of the North-Western Provinces, whose instructions formed the basis of the present system of settlement in all temporarily-settled provinces of Upper India, and from which some passages are quoted in Appendix B to this Resolution. As time has gone on, however, and as, owing to the extended area of cultivation and increase of prosperity, the relative pressure of the revenue has become less, the theory of a fixed unalterable demand, and of the duty of the landowner and cultivator to save in good years sufficient to meet the loss of bad seasons, has attained greater prominence.

Conclusions of
Famine Commis-
sioners.

7. The conclusion formed by the Famine Commissioners was that in the extreme case of a failure of the crop caused by drought so severe as to produce famine, nobody should be forced to pay the land revenue by borrowing when his crops have been such as to leave him no surplus above the amount needed for the support of himself and his family. They accordingly advocated a system of suspensions in the first instance, which should be given at an early period, and should be allowed to pass into remissions only in cases of severe and long continued loss. These principles are entirely concurred in, and on them are

based the following suggestions, premising that though the Government of India cannot in all cases expect the cultivator to lay by the surplus of good years in order to meet the deficiencies of bad years, it claims that the suspensions of bad seasons should as a rule be made good from the surplus of future good harvests.

8. The Government of India desires to explain at the outset that it has no intention of allowing the introduction of a lax system of collection under which arrears will be allowed to accumulate. It does not wish to depart from the principle of a fixed assessment to a greater degree than is rendered absolutely necessary by the uncertain conditions attaching to agriculture in some parts of India. It believes that a moderate fixed demand regularly collected encourages thrift, and is ordinarily the best system for the welfare of the people; but, on the other hand, it does not wish the revenue administration to be worked with the rigidity of a machine. It desires to recognise that there are calamities of season in which even a moderate assessment cannot be paid, and that the burthen of a bad season is felt in proportion to the less or greater moderation of the assessment. At the same time it wishes it to be clearly understood that although in the case of crushing calamities remissions may be unavoidable, yet as a rule, suspension of the revenue is the remedy which the Government of India wishes to be used. It is only when suspension is obviously insufficient, and when it is clear that to enforce payment, even by easy instalments, would cause permanent injury to the agricultural prosperity of the country, that the revenue should be remitted. By suspending the revenue the Government can assist the people in a legitimate way, and save them from the calamity of being forced to borrow at exorbitant interest, without injuring their sense of responsibility and independence.

Suspension, not remission of revenue, to be the ordinary mode of relief.

9. Influenced by these principles, the Government of India considers it necessary that rules should be laid down under which the revenue authorities shall give certain and immediate relief to the people in time of need. The following are in its opinion the leading measures which the rules should comprise:—(i) the classification of agricultural land; (ii) the adaptation of the revenue system to the character of each class; (iii) the extension of relief to tenants; (iv) an investigation of the outturn of every harvest; (v) the grant to local officials of authority to act; (vi) the charge of interest on suspended instalments.

Summary of measures required—six in number.

10. The Government of India has in its Resolution No. 6—340-350G., dated 8th December 1881, already indicated that, in order to deal efficiently with the revenue administration of this country, the first step which must be taken in each province is to classify the land of every district. In dealing with the subject in the present Resolution it is necessary to consider the matter in greater detail and to decide the manner in which land should be classified. The classification may appropriately follow the lines suggested by the North-Western Provinces Government in paragraph 8 of their letter No. 2615, dated the 22nd December 1879 quoted in Appendix C. In accordance with its natural conditions agricultural land will therefore be distributed into three classes:—

(i) Classification of agricultural land

(1) Areas of which the produce is to a great extent secured against failure. These may be termed "Secure areas."

(2) Areas on which in seasons of abnormal character remissions or suspensions of revenue are likely to be needed. These may be classed as "Insecure areas."

(3) Areas of which the cultivation is so fluctuating as to render an annual adjustment requisite. These may be termed "Fluctuating areas."

as "Secure," "Insecure" or "Fluctuating."

11. As without some distribution of the above character it will be impossible to apply the system which it is proposed to adopt, it is desired that immediate measures may be taken to commence the classification of land in each district. The work will take some time to conclude. It is not, therefore, contemplated that the classification which is immediately called for should be complete. It will be sufficient at first that in each district the tracts which are most precarious, and in which distress is most likely to occur, should be at once separately recorded. But year by year the more careful study of

to be commenced at an early date.

agricultural circumstances which is now demanded from revenue officials should lead to the more perfect classification which is required for the effectual fulfilment of the purposes in view.

to have regard
to interests of
tenants.

12. In making the classification the unit will ordinarily be the estate. It must be borne in mind, however, that the interests of the cultivating occupants are quite as important as those of the owners of land. Some estates are made up of tracts which, though belonging to the same proprietors, are entirely distinct in character, and in the interests of the different tenants who pay rent for them must be differently treated. One-half of a village may be secure, and the other half entirely insecure. Such, for example, is often the case in estates situated on the banks of rivers. Those areas which are distant from the river may be level, may contain good soil, and be thoroughly irrigated by canals or wells. Those areas which are near the river may on the other hand be undulating, have little good soil, and be without any kind of irrigation. In such cases the interests of the cultivating population of the precarious tract appear to demand the application of a system of relief, without respect to the ability of the proprietors to pay the revenue of the whole estate. Estates of this kind should therefore be sub-divided, one portion being classified as secure, and the other portion either as insecure or fluctuating, as circumstances may require. In the following paragraphs "Estates" will mean the areas adopted as units of classification.

Description of
secure, insecure and
fluctuating areas.

13. The Government of India does not wish to bind the Local Governments by hard-and-fast rules in this matter. Speaking generally, and as at present advised, it considers that all estates of which 50 per cent. and upwards of the cultivated area is secured by irrigation, and which is not liable to failure in time of drought, may be classed under "Secure areas." Into this class also will fall all estates in those parts of the country, such as the high lands of Central India, which are, whether irrigated or not, practically safe from drought.

Estates which have less than 50 per cent. of the area secured, and which lie within the zone affected by periodical droughts, will be placed in the "Insecure areas." Into this class will come also areas of which the condition is normally insecure owing to any such cause as exposure to floods, constant epidemic disease of men or cattle, and the like.

In the third class—"Fluctuating areas"—will fall those tracts in which the area under cultivation is a very inconstant and varying quantity.

Local Govern-
ment to arrange
details.

14. These are the principles on which the classification should, in the opinion of the Government of India, be based. But it is evidently necessary to leave a great deal to local experience. The Government of India has stated the objects it has in view; and the work of classification must necessarily be left to the Local Government. It is believed that this work can be performed by the district establishments under the guidance of the Local Agricultural Departments, but the Government of India desires to be informed if there is any doubt about the correctness of this view.

(ii) Adaptation of
the revenue system
to the character of
each class.

15. Having thus classified the land, the next step is to determine how the revenue system can be most appropriately adapted to the requirements of each class.

In Secure areas, obviously neither suspension nor remission will ordinarily be allowed, though the former may occasionally be found necessary in the case of serious but occasional calamities, such as hailstorms, &c. The term "Secure" means secure from drought or inundation, and is not intended to imply security from hailstorms, devastation by locusts, and similar calamities.

Scale of loss of
crop.

16. In Insecure areas it is necessary to adopt a graduated scale of suspension which shall fit in with a graduated scale of loss of crop. This latter scale may be graduated as follows:—

A—When the loss is total.

B—When the crop is estimated at less than $\frac{1}{4}$ of a normal crop.

C—When the crop is estimated at between $\frac{1}{4}$ and $\frac{1}{2}$ of a normal crop.

D—When the crop is estimated at between $\frac{1}{2}$ and $\frac{3}{4}$ of a normal crop.

17. By the words normal crop as used in this Resolution must be understood a crop which is equal to $\frac{3}{4}$ of a full or bumper crop. The signi- Definition of 'nor-
fication thus attached to the term is one which is familiar both to the revenue mal crop.'
officials and to the agricultural communities of most parts of India.

18. It will be necessary for the Local Governments to draw up a scale of Scale of suspen-
suspension, which the revenue officers can adapt to the above scale of losses. sion.
The suspensions may have to be modified somewhat according to the known severity or leniency of the incidence of the revenue assessments, and the scale may therefore have a maximum and minimum within which suspensions should be granted for each grade in the scale of loss. Thus, to meet a loss under grade D, where the crop is estimated between $\frac{1}{2}$ and $\frac{3}{4}$ of a normal crop, the sus-
pension of rent and revenue may vary between $\frac{1}{5}$ and $\frac{1}{4}$ of the demand. To meet a loss estimated to fall in grade C, suspensions may be given from $\frac{1}{4}$ to $\frac{1}{3}$ of the demand. To grade B may be adapted a suspension varying between $\frac{1}{3}$ and $\frac{2}{3}$ of the demand, and to meet a loss in grade A the whole amount may be suspended. It is to be arranged that such suspensions should be given in aliquot parts, not of the annual demand, but of the *kist* or instalment which is payable out of the crop that has failed.

19. Whatever rules may be proposed by the Local Government for the suspension of revenue under this Resolution it must be understood that the question whether suspension will ultimately pass into remission will in the main depend on the character of subsequent crops. The action of the Local Govern- Remissions will
ments in granting remissions will always be reported to the Government of depend on subse-
India, and where such remissions aggregate 10 per cent. of the entire land quent crops and will
Revenue of the province the previous sanction of the Government of India will be reported to
be required. Government of
India.

20. The Government of India desires to know if there will be any serious Modifications may
difficulty in preparing and carrying out a system of suspensions based on the be suggested.
above or some similar scale, in which the proportion of the demand to be sus-
pended rises in proportion to the severity of the loss, and what modifications in
the scales can be suggested which will better adapt them in each province to
serve as a self-regulating guide to the operations of the revenue officers.

21. Turning now to "Fluctuating areas," the assessment of estates in Assessment of
this class will vary with the area under cultivation. The assessment of such fluctuating areas to
estates should not be in the form of a lump sum, but in that of fixed acreage be annual.
rates, varying if necessary for different qualities of soil. The revenue of the
land cultivated in each year should be collected, and that of the uncultivated
land should be remitted, as a matter of course. In case of failure of the crops
on the cultivated area, the rules applicable to "Insecure areas" will apply.

22. In the case of estates already settled, the adoption of the proposed system for fluctuating areas must, the Government of India is aware, depend Not to be intro-
on the wishes of the persons with whom the settlement has been made. And duced against the
it will ordinarily be expedient to leave matters as they are until the settlement wishes of proprie-
is at an end. Only in extreme cases where the agricultural prosperity of a tors during current
country is evidently injured by the present system would the Government of settlement except in
India desire to have the question considered whether a different system should extreme cases.
be adopted during the currency of the settlement. In such cases, since the
rates have probably been fixed by the Settlement Officer with special reference
to the fluctuations of the cultivated area, it is obvious that to adapt existing rates
year by year to the actual land under cultivation may involve serious loss to
Government; nor again is it certain that where the settlement holder is not
himself the cultivator he will consent to a revised system being applied both
to rent and revenue. Should Local Governments therefore desire to introduce
the above system anywhere during the currency of the existing settlement, each
case should be reported to the Government of India for orders.

23. It has been implied above (paragraph 12) that in dealing with this (iii) Extension of
subject the Government of India has at heart the interests of the cultivators relief to tenants.
quite as much as those of the proprietors of land. The remission and suspen-
sion of rent must be a necessary consequence of the remission and suspension of
revenue. This is a matter which ought perhaps to be provided for in the law

of landlord and tenant in each province. There is reason to believe that the present laws are deficient in this respect, and it is left to the Government in its executive capacity to see, so far as it can, that the intentions now expressed are carried out. It must be understood, therefore, that all suspensions or remissions of revenue involve, and are conditional on, the suspension and remission of the corresponding rent. Care should be taken to inform the tenants concerned and to have the amounts suspended or remitted recorded in the village accounts. If any proprietor collects or attempts to collect any rent thus remitted or suspended or evicts any tenant for non-payment of such rent, the Government will at once collect from him the whole amount of revenue remitted or suspended. This rule should be invariably and rigorously enforced. It may be feared that even this precaution may be insufficient in the case of tenants-at-will. But without legislation nothing more can be done.

(iv) Investigation of the character of each harvest.

24. It is evident that rules of the nature of those here laid down cannot be worked unless the district officials have full and timely information of agricultural prospects. It is necessary therefore to provide and maintain in working order the machinery requisite for this purpose. The duty of collecting information in the first instance will rest on the accountants of villages and on the kanungos who supervise them, and a regular system of reporting must be introduced, which will ensure the conveyance from time to time to the district officer of early information regarding the condition of each harvest. Measures may be taken to induce the landowners themselves, and the heads of villages, where such officers exist, to take a part in this matter.

Enquiry to be made by responsible officers.

25. On receipt of information that the harvest in any locality has been injured or has failed, the district officer will be responsible that a proper enquiry is made, and that the accuracy of the information is tested. It must be an invariable rule that no suspension shall be given until the area affected has been inspected by some officer of the district staff not below the rank of Deputy Collector or Extra Assistant Commissioner. In the more important cases the inspection should be made by the district officer himself or by one of his covenanted assistants. It is not intended to require a minute personal enquiry or full statistical report in each case. But it is intended that the inspection shall be of such a character as to be an effective check on the subordinate agency, and to guard the Government against fraud.

Periodical inspection of every village necessary.

26. In connection with this matter the Government of India takes the opportunity of once more expressing the importance which it attaches to the rules believed to be in force in every province, which require that every village or estate shall be visited and inspected by one of the district officer's assistants periodically, and that notes of the inspection shall be recorded. The great power now given to district officers in the matter of suspending and remitting the revenue renders it more than ever necessary that they and their subordinates shall acquire a full knowledge of the country under their charge, not only in the camping season, but at all times of the year, and especially in the rains, when the agricultural character of the year is determined.

(v) Grant to local officials of authority to act.

27. The duty of proposing remissions and suspensions of revenue will rest with the officers in charge of districts. The Government of India desires that they shall be required to submit their proposals to the Commissioners of Divisions, whose sanction shall be necessary and whose orders, subject of course to revision by the Local Government, will be final. The Commissioners' sanction should not be given as a mere matter of form, nor accorded without a sufficient amount of personal investigation as to the general character of the season and harvest. The Government of India trusts that the Local Governments will look to these high officials to see that the rules now laid down are carried out with zeal and intelligence.

(vi) Charge of interest on arrears of revenue.

28. The principle advocated by the Government of the North-Western Provinces of charging interest upon arrears of revenue is now accepted by the Government of India as affording without loss to the State the readiest means of advancing capital to the cultivating population when they most

need it. A rate of 6½ per cent. will in the opinion of the Government of India suffice to protect the State against material loss. On this point the opinion of the Local Governments is desired, with an explanation of any alteration which it may render requisite in the revenue law of each province. A corresponding provision for the recovery of interest at the same rate upon arrears of rent suspended under the proposed rules must be introduced into the Rent Law.

29. The Government of India will be glad to learn what modifications in the above proposals the Local Governments deem necessary for each province. In the meanwhile, should the occasion unfortunately arise, the suggested rules may be accepted as a guide for dealing with the question of suspensions. The Government of India desires also to receive from each Local Government, as soon as it can be drawn up, a statement showing the amount of land which may be considered secure, and on which, therefore, the revenue is practically not liable to fluctuation. Also such a rough computation as can be made of the areas which may be expected, judging from past experience, to come under each head of the scale in paragraph 16 in a period of 10 years, and the amount of suspension or remission which the Government may thus expect on the above system to have to face on an average of years. Of course nothing but a very rough computation can for some time be expected, but even this will be of great use to the Government of India.

Reports expected from Local Governments.

Bengal
North-Western Pro-
vinces and Oudh.
Punjab.
Central Provinces.

British Burma.
Assam.
Coorg.
Hyderabad.
Ajmere.

ORDER.—Ordered, that a copy be forwarded to the Local Governments and Administrations for information and guidance and for favour of a report.

Ordered, that a copy be forwarded to the Governments of Madras and Bombay for information.

Ordered also, that a copy be forwarded to the Finance Department, and that the Resolution be published in the Supplement to the *Gazette of India*.

APPENDIX A.

Where local conditions make the possibility of cultivating the land unusually precarious, as in the case of tracts habitually flooded by river inundation, which may fail to take place, or be excessive, or may subside too soon or too late for agricultural operations to be carried on, an exceptional procedure would appear desirable. We approve the system, successfully adopted in the Punjab in such cases, of carrying out a yearly rough measurement, according to the results of which a fixed rate of revenue per acre actually cultivated is levied. This plan would probably be found more suitable for Sind than the Bombay form of settlement now being introduced there, and we think it possible that the application of a similar principle might be beneficial in any exceptionally dry upland tracts, such as exist in some parts of India, where the rainfall is very precarious and frequently insufficient.

Famine Commission Report, Part II, Chapter III, Section III, paragraph 11.

APPENDIX B.

Extracts from Despatches of Mr. Thomason, Lieutenant-Governor of the North-Western Provinces.

The following extracts sufficiently indicate the strong appreciation which Mr. Thomason possessed of the necessity of maintaining a careful watch over the working of the revenue system which he was called upon to apply to his Province; and as the other temporarily settled provinces of Northern India undoubtedly accepted the North-West settlement system as their model, his remarks may be held to have had general application:—

Volume I, page 230, paragraph 5, Revenue Administration in Ajmir.—His Honour's opinion, however, of the expediency of returning as soon as possible to the system of village settlements has obtained the strongest confirmation since his visit to the district. Mr. Edmonstone's settlement failed partly no doubt from a succession of bad seasons, and defective appliances for lessening their evils by artificial irrigation. But the failure was also owing to the want of some definite rule for fixing the rights of each member of the community, and from a supposition that, when once the demand has been fixed at a moderate amount, the people might be left to themselves without any further superintendence by the Collector than consisted in enforcing payment of the demand.

Volume I, page 339, paragraph 6, and page 341, paragraph 7, Administration of Khairagarh.—The difficulty being thus apparent, a large discretion must be given to the Collector in his management of the country. Without supposing unusually bad or disastrous seasons,

it may be expected that any partial failure or sudden calamity will force itself into notice. Before, when the whole taluka was one mahal, such a misfortune in one part might be compensated by prosperity in another part of the estate, and the average profit on the whole estate might remain nearly the same; but now a hailstorm and inundation, a blight, or the absence of timely rain, may bring ruin upon certain villages, though it may not affect others. Such cases will call for immediate remedy;—suspension of the demand or the offer of takavi may be necessary to prevent the desertion of cultivators and irretrievable desolation of the village. Nor would it be right to require from the Collector minute personal inquiry and full statistical report in every such case. Reliance must be placed on his discretion in such respects, and he must be encouraged to exert himself to the best of his power, and to the exclusion of all unnecessary labour, for the amelioration of the pargana.

* * * *

These are the steps by which it appears to the Lieutenant-Governor that the pargana may be best and most quickly restored to a prosperous state, but in these, as in all other measures affecting it, a large discretion must be conceded to the Collector.

Volume II, page 67, paragraph 9, Settlement Report of Mhairwarra.—The Lieutenant-Governor acknowledges the weight of your observation that the punctual realisation of the revenue now fixed must remain to a certain degree dependent on the seasons, and that much will depend, whenever a deficiency of rain occurs, on the diligence of the Superintendent in making personal enquiry as to the extent of the evil.

Volume II, page 167, paragraph 21, Settlement of Nimar.—It must not moreover be supposed that when once a mauzahwar settlement has been made, the Collector's work is accomplished, and a machine set in motion which will work on unaided. In the first introduction of the system especially, great care and constant attention are requisite. No ordinary degree of foresight is needed on the first settlement of a village so to define and record the custom of the tenure as to meet the exigencies of most ordinary occurrences. Difficulties will arise, and disputes will occur, which must be immediately examined and decided, and their future occurrence provided against, if necessary, by some new stipulation in the village rules. All such cases are disposed of, especially on their first origin, by communication with the people and by arbitration amongst themselves. The duty of the Collector will be rather that of explanation and of instruction than of decision. The people themselves will be willing enough to slur over a difficulty and to be content with a temporary remedy. It will be the Collector's duty to point out to them the whole bearings of the case, to represent its possible consequences, perhaps to suggest apparent remedies, but to leave to themselves as much as possible the adoption of the particular rule which they will have afterwards to carry into practice.

Volume II, page 193, paragraph 15, Settlement of Parganas Bariya and Kanapur, in Nimar.—Calamities of season are unavoidable. Drought, or floods, or pestilence, or blight, may desolate any part of the country, and of course render it impossible that the whole or perhaps any revenue should be paid. Such disasters must be met as the exigency demands. They call forth all the prudence and vigilance and activity of a Collector. They must be met according to their degree by temporary suspension or entire remission of the demand, or by reduction of the settlement.

APPENDIX C.

Paragraph 8 of North-Western Provinces and Oudh Government letter No. 2615, dated the 22nd December 1879.

If reforms are made in the direction indicated above, Collectors will once more have time to attend to their legitimate duties, and will also remain sufficiently long in their districts to acquire a competent knowledge of the people and their requirements. And given a Collector with a knowledge of his district and time to ascertain its condition and necessities, Sir George Couper sees no valid reason for making any material change in the existing system of settlement. What, however, is required is a definite statement of the policy of Government in regard to suspension or remission of the demand under extraordinary circumstances. It should be laid down that, speaking broadly, for purposes of remission and suspension of revenue, the cultivated area of the united provinces may be divided into three great classes:—

(1) Tracts watered by canals, the zamindars of which under such a vicissitude of season as that which befel in 1877 literally coined money, and who reap a harvest by the sufferings of others.

Such tracts would not under any conceivable circumstances be entitled to any consideration in the shape of suspension or remission of the Government demand.

(2) Those tracts which constitute by far the larger portion of the total area of the united provinces in which no suspension or remission should be allowed under ordinary vicissitudes of season but in which they should be made in the presence of such a calamity as that which overtook them in 1877. It is presumed the subject will be fully dealt with in the report of the Famine Commission; and as Sir George Couper has no desire to anticipate their suggestions, it is unnecessary to allude in further detail to the precise form or measures of relief which should be adopted. But he thinks it ought to be clearly recognised by the Government of India that there is, and must be, a limit to the enforcement of the rule that a zamindar must look to the surplus of good years to recoup himself for the losses of bad years. The rule does very well for years of partial failure; but there come now and again years of extraordinary failure, such as a Settlement Officer does not take into account in his calculations, in which next to nothing is produced, and the zamindar or tenant if required to pay up is virtually ruined. Relief in such years ought to be given by suspension or remission or liberal distribution of takavi.

(3) Tracts which are dependent on the seasons for their irrigation, and in which the rainfall is uncertain and precarious, such as the districts of Jhansi and Bundelkhand, and the portion of the Cawnpore district referred to by Mr. Wright at page 67 of the papers. In these tracts the Collector should carefully watch the effect on each season on the crops, and be prepared at once to recommend remission and suspensions if he is satisfied that without them the zamindar will not be able to make his way. Relief might be granted on the same principles as those laid down for (2), only fully recognising that the necessity for action must arise more frequently.

If the Government of India will lay down some such broad principles as above, and confer the necessary powers on the Local Government for carrying them out, so that Collectors may be given fully to understand their recommendations will be favourably received and promptly attended to, and that their reputation will depend on the prosperity of their districts rather than on the amount of revenue they are able to realise even in bad years, Sir George Couper is convinced no further change is required, and that for the rest Government may be safely satisfied to let well alone.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING THE 10th OCTOBER 1882.

GENERAL REMARKS.—Light rain has fallen in all districts of the Madras Presidency except Travancore, where it was heavy. There has also been some rain in Mysore and Coorg, Bengal, Assam, and British Burma. The North-Western Provinces and Oudh, Central India, and the Bombay Presidency report showers in a few districts. The Punjab, Rajputana, the Central Provinces, and the Nizam's Territories have had slight rain in one or two places; there has been none in Berar.

Prospects of standing crops are on the whole favourable everywhere, although some more rain would be beneficial in a few places.

Harvest operations continue in many parts of the country. Preparations for and sowings of *rabi* crops are in progress in parts of the Bombay Presidency, Bengal, the North-Western Provinces and Oudh, the Central Provinces, Mysore, the Nizam's Territories, and the Central India and Rajputana States.

In the Bombay Presidency locusts are doing much injury to crops in Khandesh, Ahmednagar, and Násik.

A general rise in the barometer during the earlier part of the week was followed by a fall of equal extent, less marked in Northern India than in most other parts.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Madras—(Oct. 11th)		
Bellary ...	1.12 (average of eight stations).	Standing crops generally good; harvest dry grain, yield average; agricultural operations progressing.
Kurnool ...	1.43 (average of one station).	Crops partially withered in one division from deficient rain; harvest dry crops, outturn average; agricultural operations progressing.
Ganjam ...	.95 (average of fourteen stations).	Standing crops thriving; harvest cotton and gingelly, outturn about average; fever, small-pox, and cattle-disease continue; cholera in one taluk.
Kistna ...	1.86 (average of twelve stations).	Standing crops good; harvest dry grains, outturn below average; agricultural operations progressing; small-pox, fever, and cattle-disease continue.
Chingleput (Madras) ...	1.23 (average of eleven stations).	Standing crops good where water available, drooping elsewhere for want of rain; harvest dry grains, yield below average; agricultural operations progressing; small-pox slight in parts.
Coimbatore ...	1.02 (average of fourteen stations).	Standing crops paddy good, dry want rain in parts; harvest paddy and dry grains, yield average; small-pox, fever, cholera, and cattle-disease in parts.
Tanjore ...	.30 (average of five stations).	Standing crops generally good; harvest paddy and dry grains, yield below average; cholera abating.
Madura ...	.75 (average of seven stations).	Standing crops withering in parts; harvest dry grains, outturn below average; cholera in parts.
Malabar ...	3.31 (average of fourteen stations).	Harvesting first crop nearly over; sowing of second crops progressing; fever, small-pox, and cholera in parts.
Travancore ...	7.96	Agricultural operations nearly over; fever slightly prevalent. <i>General Remarks.</i> —General prospects good.
Bombay—(Oct. 11th)		
Kurrachee ...	.....	River at Kotri on 9th, 10½ feet against 10½ feet on same date last year; fever in all talukas; 3 cases small-pox in Sujawal taluka; disease among cattle in Sakro taluka; <i>kharij</i> harvest commenced; wheat, red rice, and <i>bajri</i> in Kurrachee 28, 36 and 36, in Kotri 30, 32 and 44, in Ghoraburi 18, 44 and 42, and in Mirpur Batoro 26, 44 and 46 lbs. per rupee respectively.
Hyderabad ...	.....	<i>Kharij</i> reaping has commenced in some parts; small-pox still continues in Hyderabad, and fever in 11 talukas; cattle-disease in taluka Badin; wheat 26, <i>juari</i> 52, <i>bajri</i> 45, red rice 32, and white rice 22 lbs. per rupee.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Bombay—contd.		
Ahmedabad ...	.....	Total rainfall 30.41; reaping of <i>bajri</i> and <i>juari</i> commenced; fever continues in Dholka, Viramgaum, and Gogha; cholera in Dan- dhuka, 16 cases, 8 deaths; wheat 28 and <i>bajri</i> 32 lbs. per rupee.
Baroda ...	08	Total rainfall 40.77; crops withering in Sidhpur taluka of Kari division for want of rain; cotton injured in parts of Amreli division by insects; public health good; <i>bajri</i> 33 and common rice 24 lbs. per rupee.
Surat ...	.....	Reaping of <i>bajri</i> and rice commenced, other crops healthy; <i>juari</i> 36 and <i>nagli</i> 57 lbs. per rupee.
Nasik ...	Showers in some talukas.	Pulse crop harvested; locust ravages continue in nine talukas; <i>rabi</i> sowing retarded, in consequence of which distress apprehended shortly in Zeola, Nandgaon, and Malegaon; crops excellent in four talukas; wheat 28, <i>bajri</i> 36, and rice 27 lbs. per rupee; prices stationary.
Colaba (Bombay) ...	77—all on 4th	Total rainfall 69.20, being 32 below average; abnormal temperature 1° cool on 4th and 6th, 2° warm from 8th to 10th, nil on all other days; vapour in air slightly in defect of normal from 4th to 7th, afterwards in excess of normal; abnormal wind from south-east on 4th and 5th, afterwards wind normal; thunder on the evening of 8th.
Poona ...	Passing showers in seven talukas.	Locusts injuring standing crops; 2 cholera cases in Sirur taluka, 1 fatal; <i>bajri</i> 50 and <i>juari</i> 63 lbs. per rupee; in Poona <i>bajri</i> 41 and <i>juari</i> 52 lbs. per rupee.
Ahmednagar ...	Average total rainfall in the district 24.36; slight rain in Newasa, Parner, Rahuri, Shrigonda, and Karjat, none in the remaining talukas.	Kopergaon, Newasa, Rahuri, Sangamner, Akola, Nagar, and Parner are still infested with locusts; <i>kharif</i> crops good throughout the districts, except the place affected with locusts; sowing of <i>rabi</i> not yet commenced in Akola; cholera in Sheegaon, 2 attacks and 1 death; <i>bajri</i> —maximum 66 lbs. per rupee in Jhamkhed, minimum 42 lbs. in Kopergaon; <i>juari</i> —maximum 100 lbs. in Jhamkhed, minimum 45 in Sangamner.
Sholapur ...	27	Total rainfall 39.06; <i>rabi</i> sowing nearly completed in Barsi, Madha, Karmala, and Malsiras; cholera in Sangola taluka, 20 cases, 9 deaths; <i>bajri</i> 63 lbs. and <i>juari</i> 83 lbs. 29 tolas per rupee.
Dharwar ...	Rain at all stations; except Kod where it is wanted; maximum at Kanajgi, 46.	Rice crop good; <i>juari</i> moderate; cholera in Navalgund taluka disappeared; cattle-disease in two talukas; public health good; prices—minimum rice 21 and <i>juari</i> 59 lbs. per rupee.
Kanara ...	Karwar, 1.58; Kump- ta, 2.17; Sirsi, 1.21; and Hallial, 1.04.	Total rainfall 106.24; rice harvest on coast; rice crop in ear above Ghât; sugarcane, <i>ragi</i> , and garden produce healthy; fever slight; general health good; common rice at Karwar 11½, in district average 15½ seers per rupee; weather fair.
Rajkot ...	.....	Weather very hot; rain wanted in some places; cholera continues at Dhrob; crops good; <i>bajri</i> 27 and <i>juari</i> 33 seers per rupee.
Bengal—(Oct. 11th)		
Chittagong ...	2.45	Weather continues hot; prospects satisfactory; harvesting of <i>aus</i> finished, outturn fair; average transplanting of <i>aman</i> nearly finished; prices somewhat lower; general health good.
Dacca ...	1.52	Crops satisfactory; jute harvest nearly finished; sugarcane being cut; good crop.
24-Pergunnahs (Calcutta)	Alipore, 1.32	Harvesting of early rice and jute nearly over, outturn above the average; sugarcane doing well; prospects of late rice fair; high lands being prepared for winter crops; public health generally good; fever as usual at this season prevalent in Naihatti, in Baraset sub-division, and in some villages in Diamond Harbour sub-division.
Moorsshedabad ...	2.36	<i>Aman</i> plants flourishing with vigour owing to recent rain, other crops doing well; fever prevalent in and about Rangamati; cattle-disease reported from one taluka.
Rajahmhye ...	1.56; Nattore, 2.25	Rain has improved prospects of crops.
Burdwan ...	85; Cutwa, 6.03; Culna, 17; Rani- ganj, 5.30.	Days very hot; rain has much benefited <i>aman</i> ; more rain required; <i>aus</i> crop pretty good, except in Raniganj sub-division; fever prevalent.
Bungpore ...	1.75	Weather hot and dry; jute harvest nearly completed; prospects of crops favourable; public health good.
Bhagálpur ...	69	Rain has done much good; prospects improved; more rain in north and south than at head-quarters; lands being ploughed for <i>rabi</i> sowings.
Purneah ...	52	Prospects of crops fair, but more rain wanted for late rice; lands being prepared for cold weather crops; fever bad.
Patna ...	3.91	Prospects of rice improved; <i>bhadai</i> harvest nearly completed; sugarcane and other crops looking well; public health good.
Durbhanga ...	2.7	Weather warm; prospects of crops fair; more rain wanted; prices stationary; health middling.
Hazáribágh ...	40	Weather seasonable; prospects of rice crops good; cattle-disease reported; public health good.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Bengal—contd.		
Cuttack ...	1.96	Reaping of early rice completed, outturn 14 annas; late rice progressing favourably; health good. <i>General Remarks.</i> —Good general rain during the week; prospects of late rice generally improved, but more rain is still required in some districts; harvesting of autumn crops is being rapidly completed, and preparation of fields for cold weather crop is being vigorously pushed on; sugarcane generally promising; heavy floods and storms in parts of Sarun have greatly destroyed <i>makki</i> crop and a little <i>bhadai</i> crop which remained to be cut, besides causing loss of cattle and property; cholera still reported from a few districts, and fever prevalent in some places, elsewhere public health good.
N. W. Provinces and Oudh—		
Benares (Oct. 10th)	1.40; Chandausi, 3.10; Gungapur, nil.	Weather now fine; ploughings are in progress for <i>rabi</i> sowings; prices steady; no sickness among men or cattle.
Allahabad („ 11th)	No rain	Weather fine, cool, and seasonable; preparations for <i>rabi</i> sowing going on still; slight cholera prevalent; prices steady.
Gorakhpur („ „)	Good fall of rain on 3rd	Harvest satisfactory; <i>rabi</i> ploughings going on; public health good; prices steady.
Jhānsi („ 9th)	Mau, .70; Moth, .40	Prospects of <i>khariif</i> crops good, but more rain will be beneficial to <i>rabi</i> cultivation; prices almost stationary; cholera has almost ceased; no cattle-disease.
Agra („ 10th)	No rain	<i>Khariif</i> harvesting and <i>rabi</i> ploughings in progress; slight fever continues, but general health is good; prices stationary.
Bareilly („ „)	Slight rain in Bareilly and Mirganj tahsils.	Weather good; <i>khariif</i> crops excellent, and <i>rabi</i> sowings favourable; cholera on the decrease; fever prevalent.
Meerut ( „ „ )	.....	<i>Khariif</i> harvest going on, and <i>rabi</i> sowings in progress; weather seasonable; health good; prices stationary, with slight tendency to fall.
Kumaon ( „ „ )	.....	The rains have apparently closed; some autumnal fever showing itself, otherwise health good; <i>khariif</i> outturn excellent; no change in prices; cattle-disease continues.
Lucknow („ „)	No rain	Prospects of crops fair; prices steady; more rain wanted; slight cholera, but fever prevalent.
Partabgarh ( „ „ )	.....	Prices steady; prospects very good; cattle-disease at Khandwa; cholera has increased very much during the past week.
Sitapur („ „)	Slight rain in Misrikh	Cholera still in Sitapur tahsil; <i>khariif</i> crops fair, except <i>masi</i> in parts of Biswan.
Fyzabad („ „)	No rain	Gram and peas sowing commenced; ague and fever in three tahsils, and cattle-disease in two.
Rae Bareilly („ 9th)	.....	No chance of more rain apparently; <i>khariif</i> outturn 12 annas in the rupee; <i>rabi</i> ploughings in progress; gram sowings commenced; fever of an ordinary type reported from two tahsils; cholera still continues; health of cattle good; prices steady.
Cawnpore („ 10th)	No rain	Weather clear; blight has appeared in <i>juari</i> , but other <i>khariif</i> crops good; <i>rabi</i> sowings in progress; fever declining; prices nearly stationary.
Farukhabad ( „ „ )	.....	Weather seasonable, but rain much needed; occasional clouds and wind variable; fever on the decrease, but cases of cholera still continue to be reported.
Punjab—(Oct. 11th)		
Dellhi ...	No rain	Health fair; prices stationary; average yield of crops expected.
Hissar ...	No rain	General health good; prices stationary; yield of crops expected to be below the average on the whole, but fodder is plentiful.
Umballa ...	No rain	Health good; prices of food-grains stationary; yield of crops expected to be somewhat below the average.
Jullundur ...	No rain	Health good; prices steady; crop prospects good.
Amritsar ...	.....	Hail fell in south of district, but no damage has been done by it; health good; prices steady; crop prospects good.
Sialkot ...	No rain	Health good; prices stationary; yield of crops expected to be above average.
Lahore ...	No rain	Health good; prices stationary; crop prospects good.
Ferozepore ...	No rain	Health good; prices of food-grains falling; agricultural prospects good.
Mooltan ...	No rain	Mild fever prevalent; prices steady; crops are being reaped.
Rawalpindi ...	0.10	Mild fever in parts of the district, and cattle-disease in the Murree tahsil; prices steady; harvest above the average.
Dera Ismail Khan ...	No rain	Fever very prevalent; prices stationary; crop prospects good.
Peshawar ...	No rain	Fever prevalent; prices of food-grains are stationary, except that of <i>juari</i> , which is rising; <i>khariif</i> crops fair.
		<i>General Remarks.</i> —There was slight rain in Rawalpindi; the health of the province continues to be generally good, but mild fever still prevails in some districts, and cattle-disease has not yet wholly disappeared from the Murree tahsil; the prices of food-grains are falling in a few districts, but generally they are stationary; the prospects of the yield of crops in the Hissar division and the Umballa district are below the average, but in other districts they are good.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Central Provinces—		
Nagpur (Oct. 11th)	.....	Weather clear; prospects of crops good; few cases of cholera; prices steady.
Jabalpore („ 10th)	.....	Weather clear and cool; yield of <i>kharif</i> crops anticipated below average; cholera and small-pox still reported; wheat 19 seers per rupee.
Saugor („ 9th)	.....	<i>Kharif</i> harvest has commenced; <i>rabi</i> sowings progressing; fever prevalent; prices steady.
Soni („ 10th)	16	Weather clear and cool; <i>rabi</i> sowings completed; few cases of cholera; fever prevalent.
Hoshangabad („ 11th)	.....	Weather seasonable; <i>kharif</i> generally good; <i>rabi</i> sowings commenced; fever prevalent; wheat 15 seers per rupee.
Raipur („ 7th)	.....	Weather oppressive; crops doing well, but more rain wanted; fever prevalent; prices falling; rice 42 seers per rupee.
Sambalpur („ 5th)	05	Very hot; <i>kharif</i> promises well; fever prevalent; rice 56 seers per rupee.
Khandwa („ 10th)	.....	Weather hot; <i>kharif</i> prospects good; <i>rabi</i> sowings commenced; few cases of small-pox; wheat 16 seers per rupee.
British Burma—		
(Oct. 7th)		
Akyab ...	4.17	Total rainfall 192.84 inches; 3 deaths from cholera in town and 1 in district; 4 deaths from small-pox in district; cattle-disease severe in two townships; prospects of crops good.
Rangoon ...	2.08	Total rainfall 92.70; public health good; crops making progress.
Dacca ...	4.22	Total rainfall 117.52 inches; public health good; prospects of crops good.
Prome ...	1.0	Total rainfall 46.61 inches; public health good; slight cattle-disease in two townships; more rain required to develop late plantings in parts of district.
Amherst (Moulmein) ...	1.32	Total rainfall 190.62 inches; public health both in Moulmein and district and prospects of crops good; cattle-disease in two townships.
Toungoo ...	0.97	Total rainfall 82.15 inches; 1 death from small-pox in district, otherwise public health good; 21 deaths from cattle-disease in one township.
Assam—		
Gauhati (Oct. 10th)	8.56	Weather seasonable; transplanting of <i>sali</i> paddy over; prospects of crops fair; public health good.
Sylhet („ 11th)	7.50	Crops reported on favourably from all quarters; cholera and small-pox still reported.
Cachar ...	4.58	Weather very hot; reaping of <i>awa</i> crop progressing; state of <i>sali</i> crops good; public health good; common rice 22½ seers per rupee.
Dibrugarh (Oct. 11th)	Weather rainy; 9.52	Prospects of <i>sali dhan</i> good; public health good; cattle-disease decreasing.
Mysore and Coorg—		
(Oct. 11th)		
Bangalore ...	1.00	Crops thriving well; gram and <i>kartik</i> paddy sown in parts of districts; prospects favourable; health good; prices unchanged.
Mysore ...	1.24	Crops and prospects reported good.
Mercara ...	2.41	The heavy showers which have fallen have helped on the rice crop and coffee plants; <i>ragi</i> being cut in Nanjarajapatna taluk and coming into ear in Yelusavashime taluk; prices stationary; health good.
Benar & Hyderabad—		
(Oct. 11th)		
Aunioti ...	...	Crops in good condition; prices—wheat 16 and <i>juari</i> 28 seers per rupee.
Akola ...	...	Crops progressing favourably.
Hyderabad ...	11	Total rainfall from 1st January 29.62; <i>ali</i> crops thriving; reaping of <i>kharif</i> crops continues; <i>rabi</i> crops being sown and preparations for <i>rabi</i> crops in progress; public health good; prices—wheat 16, coarse rice 10½, white <i>juari</i> 27, yellow <i>juari</i> 32, and <i>tur</i> 27 seers per current sicca rupee.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Central India States— (Oct. 11th)		
Indore ...	No rain	Weather pleasant; health and agricultural prospects good; no cholera cases reported since the 4th instant.
Morar (Gwalior) ...	No rain	Health and prospects good.
Satna ...	63	Prospects and health good.
Ratlam ...	.....	No report received.
Nearmud ...	15	One fatal case of cholera among European soldiers; fever prevalent in the Mewar district.
Gung ...	.....	Crops good; fever prevalent.
Blaspal ...	60	Weather fair; prospects good.
Agar ...	No rain	Health and prospects good.
Nowgong ...	15	Weather fair; <i>khurif</i> prospects good; health fair.
Manpur ...	No rain	Ploughing of land for wheat, gram, and opium crops resumed; prices stationary.
Rajputana—		
Abu (Oct. 11th) ...	65	Clear weather; occasional clouds; pleasant mornings.
Sirohi (" 8th) ...	.....	Tanks, wells, health, prospects, and weather good.
Marwar (" 6th) ...	.....	About four months' water in tanks; wells almost full; health good; crops good where rainfall sufficient; weather often cloudy; heat intense; little indication of rain; prices falling.
Morwar ...	.....	No report received.
Harowti (Oct. 7th) ...	At Deoli 14	Crops being reaped; weather warm and close; health good.
Jhalawar (" 4th) ...	.....	Health good for the season; prospects good.
Ajmere (" 10th) ...	No rain	Health good.
Jaypore ( " " ) ...	.....	Prospects favourable; prices steady; fever abating.
Uwar ( " " ) ...	.....	Cotton being gathered; preparation for <i>rabi</i> commenced; prices steady; fever continues.
Nepal—(Oct. 5th)		
Katmandu ...	2.15; much rain and cloudy weather again.	The rain is good for the rice.

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING THE MONTH OF APRIL 1882.

No. I.—As to age and sex.

	Fiji.				Natal.				TOTAL.		GRAND TOTAL.	REMARKS.
	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.		
Under 2 years ...	12	7	19	43.33 women to every 100 men.	8	11	19	44.33 women to every 100 men.	15	18	33	
From 2 to 10 years ...	19	13	32		15	15	30		34	28	62	
" 10, 20 " ...	108	45	153		77	27	104		185	72	257	
" 20, 30 " ...	147	67	214		220	106	326		367	173	540	
" 30, 40 " ...	9	3	12		11	4	15		20	7	27	
" 40, 50 " ...	...	1	1		1	...	1		1	1	2	
Above 50 " ...	...	...	...	...	...	...	...	...	...	...	...
GRAND TOTAL ...	295	136	431	...	327	163	490	...	622	299	921	

No. II.—As to places whence emigrants come to Calcutta for embarkation.

	NATAL.			Fiji.			TOTAL.		GRAND TOTAL.	REMARKS.
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.		
Orissa ...	...	...	...	...	...	...	...	...	...
Western Bengal ...	...	...	...	...	...	...	...	...	...
Central " ...	...	...	...	...	2	2	...	2	2	
Eastern " ...	...	...	...	...	...	...	...	...	...
Behar ...	54	21	75	7	4	11	61	25	86	
North-Western Provinces ...	152	90	251	151	86	237	303	185	488	
Oudh ...	83	36	119	72	35	107	155	71	226	
Central India ...	9	4	13	8	2	10	17	6	23	
Punjab ...	21	3	24	49	5	54	70	8	78	
Nepal ...	...	...	...	6	2	8	6	2	8	
Mixed, Madras and Bombay, &c. ...	8	...	8	2	...	2	10	...	10	
GRAND TOTAL ...	327	163	490	295	136	431	622	299	921	

No. III.—As to caste and religion.

	NATAL.			FIJI.			TOTAL.		GRAND TOTAL.	REMARKS.
	Males.	Fe- males.	Total.	Males.	Fe- males.	Total.	Males.	Fe- males.		
Brahmins, high caste ...	66	33	99	87	22	109	153	55	208	
Agriculturist	114	37	151	77	48	125	191	85	276	
Artisans	20	0	26	14	4	18	34	10	44	
Low castes	62	38	100	44	25	69	106	63	169	
Musulmans	65	49	114	71	35	106	136	84	220	
Christians	...	...	...	2	2	4	2	2	4	
GRAND TOTAL	327	163	490	295	130	431	622	299	921	

Memo.

	Male.	Female.	Total.
1. Hindus	484	213	697
2. Musulmans	136	84	220
3. Christians	2	2	4
TOTAL	622	299	921

E. C. BUCK,
Secy. to the Govt. of India.



SUPPLEMENT TO
The Gazette of India.

N^o 42. } CALCUTTA, SATURDAY, OCTOBER 21, 1882.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known.

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GOVERNMENT OF INDIA:
PUBLIC WORKS DEPARTMENT.

IRRIGATION OPERATIONS OF FASL KHARIF, N.-W. PROVINCES, 1882, UP TO 31st AUGUST 1882.

CANAL DIVISION.	WATER DISTRIBUTED DURING AUGUST 1882.				Total area of irrigation during current year.	Total area for the corresponding period of last year.	LAND IRRIGATED (APPROXIMATE).										RAIN-FALL.
	Depth of Canal at head of water gauge in feet.		Gross Consumption, cubic feet per second.	Actual average throughout.			Zila.	Baran.	Indigo.	Sisal.	Cotton.	Other food-grains.	Miscellaneous.	Total.	Average of ten previous years for the same period.		
	Full supply.	Actual average throughout.															
UPPER CANALS.	Northern	10.00	5.43	372	44,282	37,711	Saharanpur	19,547	1,937	26,854	672	1,143	117	1,659	13.2	95	
	Amphabahr	6.80	1.47	102	54,434	46,989	Muzaffarnagar	47,870	4,236	20,330	3,065	1,522	713	2,011	8.6	7.0	
	Meerut	8.30	3.50	1,546	68,937	52,102	Meerut	72,640	16,973	9,646	8,821	7,999	8,662	1,918	6.94	7.8	
	Bulandshahr	7.35	2.43	372	61,750	62,110	Bulandshahr	8,886	52,853	139	10,004	3,448	3,940	1,364	6.1	6.8	
	Aligarh	5.50	1.57	994	72,327	76,185	Aligarh	1,238	45,768	193	8,437	1,459	1,144	1,297	63,220	11.2	6.7
LOWER CANALS.	Narora	...	6.07	102	13,497	11,671	Muttra	1,649	9,126	...	8,437	144	1,392	20,754	6.9	6.1	
	Mainpuri	...	4.40	...	34,124	28,766	Agra	1,179	6,816	11	795	52	821	9,822	5.3	6.1	
	Cawnpore	6.20	6.20	333	49,193	52,534	Etah	3,865	26,641	123	761	928	48	1,316	33,882	16.2	8.1
	Etawah	4.90	0.3	771	63,870	73,594	Mainpuri	4,985	37,093	162	136	927	40	848	44,130	15.5	7.7
	Bhagnipur	...	2.7	...	21,072	19,939	Fatehgarh	2,210	19,862	142	4	355	15	233	22,321	13.6	7.5
TOTAL, UPPER AND LOWER CANALS.	...	...	2,657	490,496	461,531	Cawnpore	4,364	38,823	2,102	...	2,564	348	1,130	49,331	13.8	7.8
Eastern Jumna Canal.	Agra Canal	...	1.250	1,187	95,390	89,555	Gurgaon	2,129	2,200	...	8,068	103	...	67	13,514	2.6	5.3
	Rohilkhand	...	2.000	101	43,123	43,704	Dehra Doo	1,120	...	3,261	1	266	4,668	20.6	21.1
	Bijnor	94	21,731	27,563	Bijnor	1,282	...	312	1,159	1,471	18.4	10.4
	Dun	208	4,688	4,765	Tarai	1,067	...	1,419	2,701	39.7	14.0
	Jhansi	23	13	Philbit	8,938	...	531	1,598	22.7	11.1
Hamirpur	...	...	...	27	39	Bareilly	21	...	8,494	...	...	...	...	17,432	21.0	9.1
TOTAL	...	...	...	656,909	629,438	Jhansi	11	...	15	...	...	...	...	23	18.5	8.8
						Hamirpur	191,133	394,394	73,769	44,549	21,060	5,936	16,078	656,909	...	6.7	
						TOTAL	191,133	394,394	73,769	44,549	21,060	5,936	16,078	656,909	...	6.7	
						TOTAL FOR THE SAME PERIOD LAST YEAR.	161,695	306,701	85,998	44,210	10,084	3,493	17,067	629,438	...	...
						Increase	29,238	...	...	339	10,966	2,443	27,471	...	...	...
						Decrease	...	2,307	12,229	...	...	...	979	...	...	...

Remarks.

Entering head of Ganges Canal . . . 2,091
Lower Ganges Canal . . . 2,185
Drainage water . . . 74
4,350

Expended—
Ganges Canal . . . 2,145
Lower Ganges Canal . . . 405
2,550

Escapes—
Amphabahr Branch . . . 66
Meerut Division . . . 236
Bulandshahr ditto . . . 76
Narora ditto . . . 540
Mainpuri ditto . . . 463
Cawnpore ditto . . . 767
Etawah ditto . . . 110
Bhagnipur ditto . . . 230
Evaporation, Lower Ganges Canal 141
Deduct excess discharge shown above 669
5,390

• Difference in discharge passed on from Ganges Canal to Lower Ganges Canal as reported by 1st and 2nd parties.

Executive Engineer, Meerut Division, Ganges Canal reports that owing to the long drought, the canal took an unusually long time to fill, and that, although the level of the water did not reach the division till the 9th. From that date till the 26th there was a very great demand for sugar, rice, cotton and Indian corn, which could not be met owing to all wanting water at the same time. There were local rainfalls of 2 inches and 3 inches on 26th and 29th, but irrigation of rice did not stop.

Executive Engineer, Aligarh Division, reports that dry west winds set in about the 16th, and there began to be a demand. By the time water came down and was run, rain fell and the crops no longer needed water.

Executive Engineer, Muzaffarnagar Division, reports that there was a demand for kharif crops between the 11th and 16th.

Executive Engineer, Eastern Jumna Canal, reports that there was a heavy demand for rice planting and afterwards for general irrigation, until the run of 3rd and 30th, the rain, however, did not reach Meers district in any quantity. Executive Engineer, Holiabhand Canal, reports that there was a slight demand for first week. Very heavy hill floods on 6th, 8th, and 7th, which swept away all the earthen dams and obliterated the Kichla weir. Heavy fall on the 29th and 30th, after which it has been general rain fall from the 21st.

ALLAHABAD,
The 20th September 1882.

NATURE OF TRAFFIC.

AGRA CANAL.

PRINCIPAL ITEMS OF TRAFFIC.

REMARKS.

	Up.		Down.		Total up and down.		
	Mds.	No.	Mds.	No.	Mds.	No.	
Grains—							
Wheat	
Gram	
Rice	
Paddy or dhán	
Bajhar or mixed grain	
Dal—							
Urd	
Mung	
Ahar	
Masuri	
Juar	
Bajra	
Maize or Indian-corn	
Barley	
TOTAL	
Cotton	
Oil-seeds	
Salt	
Metals	
Building materials	
Miscellaneous goods	
Firewood	
Bamboos	
Timber—							
Poles and unsquared timber	
Karis and squared timber	
Logs	
Miscellaneous timber	
Live-stock	
GRAND TOTAL	
TOTAL DURING CORRESPONDING PERIOD OF LAST YEAR	1,600	...	2,890	...	4,490	...	
INCREASE	
DECREASE	1,600	...	2,865	...	4,465	...	

Particulars.

Tonnage, including weight of timber and bamboos 165
Ten mileage 12,315
Value of goods Rs. 6,000
Number of passengers 9

The canal was closed on the 11th August 1882.

AYLAHABAD,
The 20th September 1882.

G. H. D. WALKER,
Asst. Secy to Govt., N.W. P. and Oudh,
P. W. D. Irrigation Branch.

STATEMENT OF TRAFFIC ON UPPER AND LOWER GANGES CANALS FOR THE MONTH OF AUGUST 1882.

UPPER GANGES CANAL.										LOWER GANGES CANAL.										UPPER AND LOWER GANGES CANALS.										REMARKS.
PRINCIPAL ITEMS OF LOCAL TRAFFIC.					PRINCIPAL ITEMS OF LOCAL TRAFFIC.					PRINCIPAL ITEMS OF LOCAL TRAFFIC.					PRINCIPAL ITEMS OF THOROUGH TRAFFIC.					PRINCIPAL ITEMS OF LOCAL AND THOROUGH TRAFFIC.										
Up.		Down.		Total up and down.	Up.		Down.		Total up and down.	Up.		Down.		Total up and down.	Up.		Down.		Total up and down.	Up.		Down.		Total up and down.						
Mds.	Nos.	Mds.	Nos.	Mds.	Nos.	Mds.	Nos.	Mds.	Nos.	Mds.	Nos.	Mds.	Nos.	Mds.	Nos.	Mds.	Nos.	Mds.	Nos.	Mds.	Nos.	Mds.	Nos.							
GRAINS.																														
Wheat	528	...	...	...	17,706	...	...	...	17,706	...	...	17,706	...	...	...	...	465	...	...	...	18,699			
Gram						
Rice						
Paddy or dhán						
Bejhar or mixed grain						
Urd						
Mung						
Dál						
Arhar						
Masuri						
Jnár						
Bajra						
Maize or Indian-corn						
Barley						
TOTAL																														
Cotton	528	...	...	...	17,706	...	...	...	17,967	...	...	17,967	...	...	...	...	465	...	...	...	18,699			
Oilseeds.	107	...	...	...	107	...	...	107	...	...	...	...	144	...	...	...	251						
Salt	3,690	...	...	...	3,690	...	...	3,690	...	...	...	...	1,645	...	...	...	3,690						
Metals	200	...	...	...	200	...	...	200	...	...	...	...	1,645	...	...	...	1,845						
Building materials	56	...	...	...	56	...	...	56	...	...	...	...	...	...	...	...	84						
Miscellaneous goods	2,300	...	...	...	2,300	...	...	2,300	...	...	...	...	632	...	...	...	2,300						
Firewood	238	...	...	...	238	...	...	238	...	...	...	...	...	...	...	...	1,818						
Bamboo	11,733	...	...	...	11,733	...	...	11,733	...	...	...	...	...	...	...	...	11,733						
Poles and un-squared timber.	102	...	...	...	102	...	...	102	...	...	...	...	...	...	...	...	102						
Karis and squared timber.						
Logs						
Miscellaneous timber	125	...	...	...	125	...	...	125	...	...	...	...	...	...	...	...	125						
Live-stock	250						
GRAND TOTAL																														
TOTAL DURING CORRESPONDING PERIOD OF LAST YEAR.																														
INCREASE																														
DECREASE																														
Particulars.																														
Upper Ganges Canal (local).										1881.	1882.	1881.	1882.	Lower Ganges Canal (local).										1881.	1882.	Total, Upper and Lower Ganges Canals.				
Tonnage, including weight of timber and bamboos										Ton mileage										1,837			
Value of goods										51	2,703	...	1,680	Number of passengers										207,247			
Number of passengers										4,161	67,416	...	67,416	Total, Upper and Lower Ganges Canals.										89,033			

D. WALKER,
Asst. Secy. to Govt., N. W. P. & Oudh.
ALLAHABAD.
JANUARY 1883.

D. WALKER,

Asst. Secy to Govt. N. W. P. & Oudh.

ALLAHABAD,
21st October 1882.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

No. XXXVII of 1882.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

Date.	Railways.	Total length open.	RECEIPTS FOR WEEK ENDING 17TH SEPTEMBER 1881.		Total length open.	RECEIPTS FOR WEEK ENDING 16TH SEPTEMBER 1882.		TOTAL RECEIPTS FROM 1ST APRIL TO 17TH SEPTEMBER 1881.		TOTAL RECEIPTS FROM 1ST APRIL TO 16TH SEPTEMBER 1882.		Total Increase in 1882-83.	Total Decrease in 1882-83.
			Total.	Per mile open.		Total.	Per mile open.	Total.	Per mile open per week.	Total.	Per mile open per week.		
			Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
16th Sep. 1882	<i>Guaranteed.</i> Eastern Bengal . . .	172	1,54,992	901	172	1,68,474	980	22,06,101	589	22,92,674	559	26,573	...
16th ditto	Oudh and Rohilkhand . . .	547	84,444	154	547	70,580	129	22,14,522	167	22,85,397	173	70,875	...
16th ditto	Sind, Punjab, and Delhi . . .	676	1,03,774	242	676	1,47,008	217	39,62,729	241	42,81,862	259	2,69,133	...
16th ditto	Madras . . .	858	1,12,453	131	861	1,26,200	147	29,54,281	141	32,91,505	158	2,37,224	...
16th ditto	South Indian . . .	655	71,544	109	655	68,915	105	18,09,093	113	18,09,494	114	401	...
23rd ditto	Great Indian Peninsula . . .	1,439	4,88,980	305	1,450	2,10,677	214	1,45,48,690	414	1,48,69,332	424	3,20,642	...
16th ditto	Bombay, Baroda, and Central India . . .	444	1,12,586	254	461	54,913	117	44,44,790	412	46,42,845	417	1,98,055	...
	TOTAL . . .	4,791	11,38,773	238	4,822	9,41,767	195	3,22,00,206	276	3,34,28,109	288	12,22,903	...
23rd Sep. 1882	<i>State.</i> East Indian . . .	1,504	9,11,040	606	1,507	6,69,422	444	1,93,56,332	529	1,98,94,718	547	5,38,386	...
16th ditto	Calcutta and South-Eastern . . .	28	1,854	66	33	2,470	75	69,142	102	87,790	117	18,648	...
16th ditto	Nalhati . . .	27	1,250	46	27	1,100	41	29,023	44	34,266	48	2,243	...
16th ditto	Northern Bengal . . .	233	84,740	140	230	86,420	158	7,37,612	131	8,53,012	152	1,15,400	...
23rd ditto	Tirhoot . . .	77	7,381	96	75	10,244	136	2,57,909	132	2,90,452	151	38,543	...
23rd ditto	Patna-Gya . . .	57	15,722	276	57	6,625	116	2,19,959	158	2,02,538	148	...	17,421
16th ditto	Muttra-Hathras . . .	29	2,623	90	29	2,431	84	65,287	92	53,701	76	...	11,586
23rd ditto	Cawnpore-Furrakhabad . . .	86	5,429	63	87	5,442	63	1,21,794	58	1,50,606	71	28,812	...
23rd ditto	Dildarnagar-Ghazipur . . .	12	479	40	12	527	44	18,326	62	20,486	71	2,160	...
23rd ditto	Rajputana-Malwa . . .	1,016	1,37,972	136	1,117	1,58,818	142	37,22,042	151	46,78,839	174	9,56,797	...
16th ditto	Wardha Coal . . .	45	7,467	166	45	6,894	131	2,25,068	206	2,36,852	218	11,784	...
16th ditto	Nagpur and Chhattisgarh . . .	53	3,901	74	98	2,772	28	1,31,432	92	2,55,389	107	1,23,957	...
16th ditto	Rangoon and Irrawaddy Valley . . .	161	17,675	110	161	17,946	111	6,20,193	158	6,27,796	161	7,608	...
16th ditto	Sindia . . .	75	4,350	58	75	4,299	57	1,30,351	71	1,41,591	78	11,240	...
16th ditto	Punjab Northern . . .	363	42,508	117	409	32,280	79	13,13,942	148	13,21,924	136	7,932	...
16th ditto	Indus Valley and Kandahar . . .	680	1,11,709	169	650	85,580	132	21,03,690	131	19,39,637	122	...	1,64,063
16th ditto	Muttra-Achnera . . .	...	...	...	23	1,439	63	...	...	30,801	55	30,801	...
	TOTAL . . .	2,922	3,95,060	135	3,128	3,74,287	119	97,65,770	137	1,00,28,760	144	11,62,990	...
16th Sep. 1882	<i>Native States.</i> Bhavnagar-Gondal . . .	120	4,710	39	194	9,594	49	3,23,413	88	4,26,978	91	1,03,565	...
16th ditto	Nizam's . . .	121	12,295	102	121	12,568	104	3,74,362	127	3,91,478	134	17,116	...
16th ditto	Mysore . . .	58	2,348	40	86	4,766	55	64,843	46	1,29,624	62	64,782	...
	TOTAL . . .	299	19,353	65	401	26,928	67	7,62,617	92	9,48,080	97	1,85,463	...
	GRAND TOTAL . . .	9,516	24,64,226	259	9,358	20,12,404	204	6,20,81,925	267	6,51,94,867	274	31,09,742	...
	GROSS ESTIMATED EXPENSES . . .	...	...	...	...	...	...	3,06,12,360	132	3,17,69,499	134	...	...
	NET RECEIPTS . . .	...	...	...	...	...	...	3,14,72,565	135	3,34,25,168	140	19,52,603	...

SIMLA,
The 14th October 1882.

FRED. FIREBRACE, Major, R.E.,
Under-Secretary.

B

GOVERNMENT OF INDIA:

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR
THE WEEK ENDING THE 17th OCTOBER 1882.

GENERAL REMARKS.—Rain has fallen in all the districts of the Bengal Presidency, in some of which it was heavy. In the Madras Presidency there has been rain in all districts, light in most but rather heavy in Malabar. In the Bombay Presidency rain has fallen in the Southern Mahratta Country and in parts of Satara only. In the North-Western Provinces and Oudh there has been no rain except a little in Benares. Rain has also fallen in British Burma, Assam, and in Mysore and Coorg. The Punjab, Central Provinces, the Nizam's Territories, Central India States, and Rajputana States report no rain during the week under notice.

Prospects of standing crops are reported generally good everywhere.

Harvest operations are still in progress in many parts of the country. Preparations for, and sowings of, *rabi* crops continue in parts of the Bombay Presidency, Bengal, North-Western Provinces and Oudh, Punjab, Central Provinces, Nizam's Territories, and the Rajputana States.

Rain is reported from the North-Western Provinces and Oudh to be wanted in three districts.

In the Bombay Presidency locusts are still doing damage to the crops in Násik, Ahmednagar, and Khandesh, but are reported to be leaving the eastern talukas of Khandesh. There was a severe shock of earthquake in Silchar on the 13th and another slight one on the 14th; no damage ensued from the latter, but considerable injury to buildings from the shock of the 13th is reported.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Madras—(Oct. 18th)		
Bellary ...	·86 (average of seven stations).	Standing crops generally good; harvest dry grains, outturn average; agricultural operations progressing.
Kurnool ...	·77 (average of seven stations).	More rain wanted for dry crops in parts; harvest dry crops, yield average; agricultural operations progressing; cattle-disease in parts.
Ganjam ...	1·51 (average of sixteen stations).	Standing wet and dry crops generally thriving; harvest dry grains, outturn below average; small-pox, fever, and cattle-disease continue; cholera in one taluk.
Kistna ...	1·26 (average of eleven stations).	Crops generally good; rain needed in one taluk; harvest dry crops, yield below average; agricultural operations progressing; fever, small-pox, and cattle-disease exist.
Chingleput (Madras) ...	1·44 (average of eleven stations).	Standing crops good where water available; harvest dry grains, outturn below average; agricultural operations progressing; slight small-pox and cattle-disease in parts.
Coimbatore ...	2·87 (average of fifteen stations).	Standing crops paddy good, dry require rain; parts of one taluk harvest paddy and dry grains, yield average; fever, small-pox, cholera, and cattle-disease in parts.
Tanjore ...	1·23 (average of thirteen stations).	Standing crops good, except in parts of one taluk, where rain wanted; harvest paddy and dry grains, yield below average.
Madura ...	1·75 (average of ten stations).	Crops fading in two taluks; harvest dry crops, outturn below average; cholera in parts.
Malabar ...	4·40 (average of fourteen stations).	Harvesting first crop almost over; sowing second crop progressing; small-pox, fever, and cholera in parts.
Travancore ...	2·14	Agricultural operations over; fever slightly prevalent. <i>General Remarks.</i> —General prospects good.
Bombay—(Oct. 18th)		
Kurrachee ...	.....	Cold weather setting in; river at Kotri on 16th, 2½ feet against 0½ feet on same date last year; fever in all talukas; disease among sheep and goats in Kurrachee taluka; rats doing some damage to crops in Jati taluka; wheat, red rice, and <i>bajri</i> in Kurrachee 25 and 36, in Sewan 32, 48 and 56, in Tatta 24, 38 and 44, and in Jati, 20, 40 and 44 lbs. per rupee respectively.
Hyderabad ...	.....	<i>Kharif</i> reaping general throughout the district; small-pox still continues in Hyderabad; fever in eleven and cattle-disease in two talukas; wheat 26, <i>juari</i> 52, <i>bajri</i> 41, red rice 32, and white rice 22 lbs. per rupee.
Ahmedabad ...	.....	Reaping of <i>bajri</i> and <i>juari</i> continues, other crops doing well; fever in Dholka, Viramgam, Gogha, and Parantaj; wheat 28 and <i>bajri</i> 32 lbs. per rupee.
Baroda ...	.....	Reaping of crops commenced in parts; public health good; <i>bajri</i> 33 and common rice 24 lbs. per rupee.

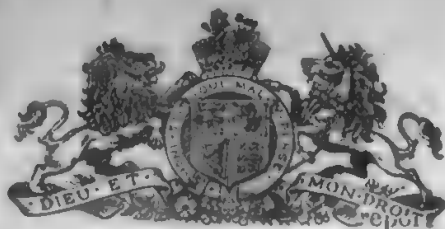
Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Bombay—contd.		
Surat ...	.....	Sowing of <i>rabi</i> crops and reaping of <i>bajri</i> and rice continue; <i>juari</i> 35½ and <i>nagli</i> 57 lbs. per rupee.
Násik ...	No rain	Locusts as before, some reported in Dindori and Igatpuri; <i>rabi</i> being sown only where locusts have not appeared; cholera almost gone; wheat 22, <i>bajri</i> 36, and rice 27 lbs. per rupee.
Colaba (Bombay) ...	No rain	Abnormal temperature 2° warm on 11th, 1° cool on 14th and 15th, nil on all other days; vapour in air normal; abnormal wind northerly on 11th and 12th, southerly from 14th to 16th; wind normal on the remaining days.
Poona ...	No rain	Reaping of <i>kharif</i> in progress; damage by locusts continues, but is slight; 4 cholera cases in Sirur taluka, 3 deaths; <i>bajri</i> 48 and <i>juari</i> 62 lbs. per rupee; in Poona <i>bajri</i> 41 and <i>juari</i> 56 lbs. per rupee.
Ahmednagar ...	No rain	Rain wanted for <i>rabi</i> crops in Kopergaon, Rahuri, Sangamner, Akola, and parts of Newasa; Nagar and Parner are still infested with locusts; reaping of <i>bajri</i> commenced in all talukas; sowing of <i>rabi</i> not yet commenced in Akola or Kopergaon; people are emigrating from Kopergaon; cattle-disease in Jhamkhed; cholera—in Jhamkhed 8 attacks and 6 deaths, in Sheogaon 3 attacks and 1 death; <i>bajri</i> —maximum 66 lbs. in Jhamkhed, minimum 42 in Kopergaon; <i>juari</i> —maximum 108 lbs. in Jhamkhed, minimum 48 in Akola.
Sholapur ...	No rain	<i>Rabi</i> sowing nearly completed throughout; <i>kharif</i> being reaped, prospects good; cholera in Sangola taluka, 5 cases, 4 deaths; <i>bajri</i> 62 lbs. and <i>juari</i> 83 lbs. 22 tolas per rupee.
Dharwar ...	Rain at all stations; maximum at Havgal, 2·37.	Rain sufficient everywhere; further rainfall will damage the existing crops which are good; minor crops, such as <i>sacan</i> and <i>ragi</i> , are being harvested; land being prepared for wheat and gram; cattle-disease in three talukas; public health good; prices of food-grains stationary.
Kanara ...	Karwar, 1·08; Kumpita, 2·86; Sirsi, 2·78; and Hallial, '90.	Total rainfall 107·32; rice harvest on coast continues; crops in ear above ghat; <i>ragi</i> , sugarcane, and garden produce healthy; 1 death from small-pox in Sirsi; slight fever in three talukas; common rice in Karwar 11 seers per rupee, in district average 13½ seers per rupee.
Rajkot ...	.....	Weather hot; general health fair; fever becoming prevalent; cholera continues in Dhrol and reappeared in Navanagar; <i>bajri</i> 27 and <i>juari</i> 33 lbs. per rupee.
Bengal—(Oct. 18th)		General Remarks. —Rain in Southern Mahratta Country and in parts of Satara, elsewhere weather fair; harvesting of <i>kharif</i> and sowing of <i>rabi</i> in general progress; injury by locusts continues in Násik, Ahmednagar, and Khandesh; locusts reported to be leaving the eastern talukas of Khandesh; fever and cattle-disease in many districts; slight cholera in some.
Chittagong ...	·39	Weather cloudy and stormy; two shocks of earthquake on 13th; prospects of crops fair; transplanting of <i>aman</i> nearly finished; prices steady; general health good.
Dacca ...	5·78	Prospects of crops good; jute harvest continues; sugarcane being cut.
24 Pergunnahs (Calcutta) ...	Alipore, 8·99	Harvesting of early rice and jute over, outturn above the average; sugarcane doing well; prospects of late rice much improved by copious rain of 15th; lands being ploughed for winter crops; price of common rice stationary; public health generally good; fever, as is usual in this season, prevalent in Diamond Harbour.
Moorshedabad ...	·50	<i>Amun</i> plants doing well; heavy rain of 15th very beneficial to crops; sowing of <i>rabi</i> crops commenced in some parts; fever prevalent in and about Rangamati and Nowada; cattle-disease reported from one taluk.
Rajshahye ...	5·6; Nattore, 5·20	Heavy rain has benefited crops generally; public health fair.
Burdwan ...	3·04; Cutwa, '59; Culna, 4·02.	Weather cloudy, with strong variable winds; prospects of crops somewhat improved and crops being harvested; fever reported as usual at this time of year.
Rungpore ...	12·35	Heavy storm and wind and rain on 15th and 16th; prospects of crops good; jute harvest almost finished; public health good.
Bhagálpur ...	2·67	High wind continues; rain for two days; prospects of late rice improved; lands being prepared for <i>rabi</i> sowings; public health good.
Purneah ...	3·58	Prospects improved by late rain; lands being prepared for cold weather crops; fever very prevalent.
Patna ...	1·25	Prospects of crops good; lands being ploughed for <i>rabi</i> sowings; public health good.
Durbhanga ...	1·73	Rice prospects improved by rain; prices stationary; health middling.
Hazáribágh ...	3·10	Weather cloudy and showery; prospects of standing crops good; general health good.
Cuttack ...	4·89	Prospects of late rice crop excellent; public health good.
		General Remarks. —There was rain in all the reporting districts during the week, in some it was heavy, attended by high wind; the rain seems to have fallen generally over these provinces and will have greatly benefited the late rice crop which was much in want of rain, especially in some parts; this crop however is not expected to be a satisfactory one this year owing to previous deficient rainfall; autumn harvest has generally yielded a good crop, save in a few places where the outturn is said to have been below the average; sugarcane everywhere promising; ploughing for <i>rabi</i> crops proceeding with vigour, and in some places sowing has commenced; cholera still reported from a few places and fever prevalent in some districts; elsewhere public health good.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
N. W. Provinces and Oudh—		
Benares (Oct. 17th)	1'0; Chandausi, '50; Gungapur, '70.	Weather fine; <i>rabi</i> sowings have commenced in some parts, but in others ploughings are going on; no sickness among men or cattle; prices steady.
Allahabad (" 18th)	No rain	<i>Rabi</i> sowings progressing; <i>bajri</i> harvest begun; prices rising slightly.
Gorakhpur (" 16th)	...	Weather fine; prospects good; <i>kharif</i> outturn up to average; public health good; prices steady.
Jhansi (" ")	No rain	<i>Kharif</i> prospects are good; rice, <i>kodon</i> , and <i>rabi</i> are being cut; <i>rabi</i> sowings in progress; prices falling slightly.
Agra (" 17th)	No rain	<i>Kharif</i> harvesting and <i>rabi</i> ploughing continue; gram being sown; fever continues, but general health good; prices stationary.
Bareilly (" ")	No rain	Weather seasonable; <i>kharif</i> crops excellent; <i>rabi</i> sowings going on; cholera somewhat on the decrease; fever prevalent.
Meerut ( " " )	.....	Weather clear and getting colder daily; health good; <i>rabi</i> sowings in progress; prices stationary.
Kumaun ( " " )	.....	Weather seasonable; general health good; finer rice still to be cut; <i>rabi</i> operations in progress; prices somewhat cheaper; cattle-disease continues.
Lucknow (" 18th)	No rain	Prospects of crops fair; more rain wanted; prices steady; cholera disappearing, but fever prevalent.
Partabgarh (" 17th)	.....	Prices rising slightly; <i>rabi</i> , barley, peas, and gram sowings have germinated; slight cattle-disease at Kanda; cholera bad at Sadr tahsil, slight at tahsils Kanda and Patti.
Sitapur ( " " )	.....	Occasional clouds, but no rain; wheat somewhat dearer owing to demand for seed; <i>juari</i> slightly cheaper; prices of other grains stationary; prospects fair; cattle-disease in two tahsils; cholera in Sitapur and Sidhauri.
Fyzabad (" ")	No rain	Gram, wheat, and peas sowings going on; ague and fever in two tahsils and cattle-disease in one.
Rae Bareli (" 18th)	No rain	Sky cloudy; more rain wanted for <i>rabi</i> crops; cholera still continues to be reported; autumnal fever prevalent; prices stationary.
Cawnpore (" 17th)	No rain	Weather hot and close; <i>kharif</i> harvesting and <i>rabi</i> sowings in progress; health good; prices slightly risen.
Farukhabad (" ")	No rain	Crops have suffered from want of rain; fever prevalent; prices steady.
General Remarks. —No rain except in Benares; crops have suffered in Farukhabad for want of rain, and rain is wanted in Lucknow and Rae Bareli; prices show a tendency to rise; cholera continues in Rae Bareli, Partabgarh and Sitapur, and is disappearing in Lucknow, Moradabad, and Bareilly; fever is prevalent; cattle-disease continues in Fyzabad, Partabgarh, Saharanpur and Kumaun, and has appeared in Sitapur.		
Punjab—(Oct. 17th)		
Delhi ...	No rain	Health good; average yield of crops expected; slight fall in prices.
Hissar ...	No rain	Health good; crops ripening; prospects of outturn unchanged.
Umballa ...	No rain	Health good; yield of crops expected to be somewhat below average; prices stationary, except wheat which is rising; <i>rabi</i> sowings in progress.
Jullundur ...	No rain	Health good; <i>juar</i> being reaped; prospects of crops good; prices falling.
Amritsar ...	No rain	Health good; prices stationary.
Lahore ...	No rain	Slight fever prevalent; prices stationary.
Ferozepore ...	No rain	Health good; prospects of crops good; prices stationary.
Sialkot ...	.....	Health good; crops about average; prices stationary.
Rawalpindi ...	No rain	Yield of crops above average; seasonal fever prevalent; slight fall in prices.
Peshawar ...	.....	Fever prevalent; crops being reaped; <i>rabi</i> sowings commenced; slight fall in prices.
Mooltan ...	No rain	Fever prevailing; crops being reaped; prices stationary.
Dera Ismail Khan ...	No rain	Fever prevalent; crops being reaped; slight rise in prices.
General Remarks. —The health of the province continues generally good, though fever prevails in some districts; cattle-disease still prevails in some villages in the Shahpur district; there is a slight fall in prices of food-grains in some districts, but generally they are stationary; the prospects of the yield of crops is good, except in the Hissar Division and Umballa district, where it is expected to be below the average.		
Central Provinces—		
Nagpur (Oct. 18th)	.....	Weather clear and hot, with occasional clouds; rain required for <i>kharif</i> crop in inferior soil, poor outturn expected; fever prevalent.
Jubbulpore ...	.....	Weather cloudy at times; <i>kharif</i> crops being reaped; <i>rabi</i> sowings commenced; prices stationary.
Bangor (Oct. 16th)	.....	<i>Kharif</i> harvest continues; <i>rabi</i> sowings have advanced; fever prevalent; prices steady.
Seoni (" 17th)	.....	Weather occasionally cloudy; <i>kharif</i> outturn below average, owing to deficiency of later rain; <i>rabi</i> sowings progressing; fever very prevalent; prices stationary.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Central Provinces— contd.		
Hoshangabad (Oct. 17th)	.....	Weather seasonable; <i>kharif</i> crops generally good; <i>rabi</i> sowings continue; fever reported; wheat 13 seers per rupee.
Raipur („ 14th)	.....	Weather oppressive; prospects favourable; fever reported; prices fluctuating; rice 41 seers per rupee.
Sambalpur („ 12th)	.....	Weather clear, with signs of cold weather; prospects of crops generally good; health good.
Khandwa („ 17th)	.....	Weather clear and warm; <i>rabi</i> sowings in progress; small-pox reported; prices steady; rice 12 seers per rupee.
<i>General Remarks.</i> —Weather occasionally cloudy; mornings pleasant; <i>kharif</i> crops being harvested in some districts; <i>rabi</i> sowings in progress; rain would be beneficial; fever prevalent; prices stationary.		
British Burma— (Oct. 14th)		
Akyab ...	3.14	Total rainfall 195.98; public health in town good; 13 deaths from cholera in district; cattle-disease in three townships; prospects of crops good.
Rangoon ...	5.35	Total rainfall 98.10; public health good; crops making progress.
Bassein ...	0.92	Total rainfall 118.44; public health good; 84 deaths from cattle-disease; condition of crops generally good, with the exception of some miscellaneous crops west of Ngawoon which have been injured by floods.
Prome ...	2.09	Total rainfall 48.70; public health good; 106 deaths from cattle-disease in two townships; more rain required to develop crops in parts of districts.
Amherst (Moulmein) ...	2.73	Total rainfall 193.36; public health both in Moulmein and district and prospect of crops good; no cattle disease reported.
Toungoo ...	3.62	Total rainfall 85.77; 2 deaths from cholera in one township, otherwise public health good.
<i>General Remarks.</i> —Cholera in Akyab and Tavoy, otherwise public health good; cattle-disease in several districts; general condition of crops satisfactory.		
Assam—		
Ganhati (Oct. 17th)	3.30	Weather unfavourable, high winds blowing; lands being prepared for mustard and other dry crops; public health good.
Sylhet („ 19th)	2.41	State and prospects of crops very good; public health generally good.
Cachar („ 18th)	.34	Weather cloudy; about three-fourths of <i>aus</i> crop reaped; prospects of <i>sali</i> crop and public health good; common rice 22½ seers per rupee; another but slight shock of earthquake at 8.45 P.M. on 14th instant, no damage.
Dibrugarh („ „)	3.20	Weather rainy; prospects of <i>sali dhan</i> good; cattle-disease decreasing; district healthy.
Mysore and Coorg— (Oct. 18th)		
Bangalore ...	1.50	Crops in very good condition; prospects favourable; prices unchanged.
Mysore ...	1.49	Prospects and public health good.
Mercara ...	4.15	<i>Ragi</i> harvesting continues, as also picking of cardamoms, yield indifferent; rice crops doing well; coffee crop ripening too fast; prices stationary; health good.
<i>General Remarks.</i> —Rain has been general all over the Mysore State; reports from all districts favourable as regards prospects of season, condition of crops, and public health; prices of all food-grains easy.		
Berar & Hyderabad— (Oct. 11th)		
Amratoti ...	.....	Crops in good condition; prices—wheat 16 and <i>juari</i> 28 seers per rupee. <i>Kharif</i> crops thriving; <i>rabi</i> sowings commenced.
Akola ...	.....
Central India States—		
Indore ...	No rain	Weather clear; days are still hot, but mornings and evenings are cool; prospects and health good.
Morar (Gwalior) ...	No rain	Health and prospects good.
Sutna ...	No rain	Prospects and health good.
Neemuch ...	No rain	Weather seasonable; crops and public health good.
Goona ...	.....	Crops good; fever prevalent; wheat 21 seers per rupee.
Bhopal ...	No rain	Weather clear; prospects good.
Agar ...	No rain	Health and prospects good.
Nowgong ...	No rain	<i>Kharif</i> prospects good; health fair.
Manpur ...	No rain	<i>Juar</i> and <i>tur</i> crops during well; sowing of gram and cutting of rice crop commenced.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Rajputana—		
Abu (Oct. 18th)	Weather clear and seasonable, mornings pleasant.
Sirohi (" 16th)	Tanks, wells, health, and prospects good; weather seasonable.
Marwar (" 13th)	About three months water in tanks; wells almost full; health good; crops ripening; cloudless sky; nights close and warm; winds low; prices falling rapidly.
Mewar	No report received.
Haroti (Oct. 14th)	Prospects favourable; gram sowings commenced; weather clear; health good.
Jhallawar (" 11th)	Rabi sowings commenced; fever prevalent.
Ajunere (" 17th)	Cholera disappeared; makki being reaped; ground being prepared for rabi.
Jaypore (" ")	Crops being gathered, full average yield expected; health fair.
Uwar (" 18th)	Gathering of kharif in progress; rabi sowings commenced; fever continues.
Nepal—(Oct. 12th)		
Katmandu ...	No rain	Lovely weather; rice rapidly ripening.

E. C. BUCK,
Secy. to the Govt. of India.



SUPPLEMENT TO
The Gazette of India.

N^o 43.} CALCUTTA, SATURDAY, OCTOBER 28, 1882.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

PROCEEDINGS OF THE RAILWAY CONFERENCE HELD AT SIMLA IN
SEPTEMBER 1882.

No. 1002R.T., dated Simla, October 10, 1882.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Public Works Department Resolution Nos. 354R.T. and 647R.T. of the 21st April and the 1st July 1882.

Read also—

Letter of the 26th September 1882, from Colonel F. S. Stanton, R.E., President, submitting the Proceedings of the Railway Conference held at Simla in September 1882.

OBSERVATIONS.—In accordance with Government of India Resolution No. 647R.T., now read again, the Conference of Railway Delegates assembled at Simla on the 4th September, and after holding twelve meetings was dissolved on the 19th idem.

2. The first business of the Conference was to revise the existing rules for the interchange of rolling-stock. This work occupied the time of eight and a half meetings; twenty-two rules were passed, and a resolution recorded that they should come into force on and from the 1st of January 1883.

3. Agreeable to the conditions accepted by the several Railway Companies, these rules will be binding on every railway represented at the Conference, one of these conditions being as follows :—

“It shall not be competent for any Railway Administration represented at the Conference to withdraw from any rule for the interchange of rolling-stock which has under these orders become binding thereon without giving one year's notice to the Government of India of such withdrawal, and no such notice shall be given within two years of the close of the Conference, or if given within that period, such notice shall be of no effect.”

4. The following subjects were also discussed :—

- I.—The time of engines exclusively employed in marshalling engines in locomotive yards.
- II.—Mileage of engines between shed and station when the distance is considerable.
- III.—Half-yearly analysis of working.
- IV.—Freight on goods and parcels lost or damaged.
- V.—Simplification of railway goods tariff.
- VI.—Advices of alterations of tariffs.
- VII.—Through booking of parcels.
- VIII.—Through booking of dogs.
- IX.—Arrangements for the comfort and convenience of lower class passengers.
- X.—Treatment of miscellaneous items in the Revenue Account and the analysis of working.
- XI.—Arbitration Act.
- XII.—Brakes on wagons.
- XIII.—Classes of passengers and goods of the Oudh and Rohilkhand Railway.
- XIV.—Invoicing goods in through booking.
- XV.—Railway clearing house.
- XVI.—Through booking of coaching traffic.
- XVII.—Freight on unclaimed goods and parcels.
- XVIII.—Goods missent; haulage charge on.
- XIX.—Route by which traffic should be despatched.
- XX.—Transport of troops.

5. A minute on the subject of Retirement Funds signed by eight of the Delegates was recorded, with remarks thereon by the President.

RESOLUTION.—The Government of India trusts that the experience gained in the detailed arrangements necessary for the free interchange of rolling-stock has enabled the Conference to frame rules fully suitable for the purpose, and that it may be required for the labour and careful consideration which has been devoted to the subject by the rules now passed being found in practice to meet all requirements.

2. The proposals with regard to subjects I, II, III, IV, VI, VII, VIII, XIV, XVI, XVII, XVIII, and XIX, mentioned above, are approved; they should be circulated to all Railway Administrations for information and guidance.

3. The Conference proposes that the question of simplifying the Railway goods tariff should be referred to a committee of traffic officers. Considering the intricate nature of the subject, this appears to the Government of India the most practical manner of dealing with it. The Secretary of State should be addressed with the view of obtaining the opinion of the several Boards of Directors on the proposal.

4. The Government of India has perused with much interest the papers recorded by the Delegates relating to the comfort and convenience of lower class passengers. These show that many improvements have of late been effected, but the subject is of such importance both as regards the Railway Administrations and the mass of the travelling public that it should be carefully kept in view, and it is trusted that endeavours will in no way be relaxed to render railway travelling more popular with the majority of the public by attention to their requirements, more especially in connection with several points which

were referred to the Conference. It should be borne in mind that 92 per cent. of the passenger traffic in India pertains to the lowest class, and it is evidently the interest of every Railway to foster this traffic to the utmost.

5. The suggestions on the method of dealing with miscellaneous items in the account and analysis should be considered by the Accountant General, Public Works Department, who should submit a report thereon for orders.

6. With the exception of one Delegate who did not record a vote, it was unanimously agreed by the Conference—

“That the Government of India be moved to pass a short Arbitration Act on the same basis as the ‘Railway Companies’ Arbitration Act, 1859’ (22 and 23 Vic., Chap. 59), thereby establishing a Court of Arbitration, through which the rules of this Conference and agreements between the several railways may be enforced.”

This question should be referred to the Legislative Department for consideration.

7. The suggestion regarding the classes of passengers and goods of the Oudh and Rohilkhund Railway should be communicated to the Secretary of State for the information of the Board of the Company, with the remark that the Government of India fully concurs in the desirability of effecting the proposed change.

8. The minutes of the Conference on the subject of the transport of troops should be referred to the Military Department for consideration and such action as may be deemed necessary.

9. The thanks of the Government of India should be communicated to all members of the Conference for the care and attention they have bestowed on the subjects brought before them.

ORDER.—Ordered, that this Resolution, together with the proceedings of the Conference, be communicated to the Governments, Administrations, and Officers marginally noted for information and guidance, and to the Chief Commissioners, British Burma and Assam, the Agents to the Governor General, Rajputana, Central India, and Beluchistan, and the other Departments of the Government of India for information.

The Governments of Madras, Bombay, Bengal, North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioner, Central Provinces.
The Resident at Hyderabad.
The Director General of Railways.
The Consulting Engineers to the Government of India for Guaranteed Railways.

Ordered, also, that this Resolution be communicated to the Secretary of State, and published for general information in the Supplement to the *Gazette of India*.

W. S. TREVOR, Colonel, R. E.,

Secretary.

RAILWAY CONFERENCE, 1882.

Proceedings of the Conference of Railway Delegates assembled at Simla on the 4th of September 1882, in accordance with Government of India, Public Works Department, Resolution Nos. 354 R.T. and 647 R.T., dated the 12th April and the 1st July 1882 respectively.

No. 1.

The Conference assembled at the Office of the Director General of Railways at noon on Monday, the 4th September 1882.

PRESENT:

Colonel F. S. Stanton, R.E., Director General of Railways	<i>President.</i>
Jabez Lightfoot, Esq., Officiating Agent, Delegate from Sind, Punjab and Delhi Railway Company.	
G. L. Calder, Esq., Auditor and Chief Accountant, Delegate from Eastern Bengal Railway Company.	
H. F. Payne, Esq., Traffic Superintendent, Delegate from Oudh and Rohilkhand Railway Company.	
A. M. Saunders, Esq., Agent and Manager, Delegate from Madras Railway Company.	
W. S. Betts, Esq., Agent, Delegate from South Indian Railway Company.	
Major L. Conway-Gordon, R.E., Deputy Accountant General, Public Works Department, Delegate from State Railways.	<i>Members.</i>
W. C. Furnivall, Esq., C.E., Agent and Chief Engineer, Delegate from Bengal Central Railway Company.	
T. W. Wood, Esq., Agent, Delegate from Bombay, Baroda and Central India Railway Company.	
H. Conder, Esq., General Traffic Manager, Delegate from Great Indian Peninsula Railway Company.	
Urban Broughton, Esq., Officiating Traffic Manager, Delegate from East Indian Railway Company.	
Major R. A. Sargeant, R.E.	<i>Secretary.</i>

The following officers also attended the meeting :—

David Ross, Esq., C.I.E., Traffic Manager, Sind, Punjab and Delhi Railway Company; and H. E. Church, Esq., Traffic Manager, Madras Railway Company.

The following Resolution by the Government of India and its enclosure No. 1 was considered as read and recorded :—

No. 354 R.T., dated 21st April 1882.

RESOLUTION—By the Government of India, Public Works Department.

Proposed Conference to revise the General Rules for the interchange of Rolling Stock.

Read—

Despatch No. 28 Railway, dated 16th February 1882, from the Secretary of State.

Read again—

Public Works Department Resolution Nos. 1080-1104 R., dated 13th March 1879, and Nos. 0145-0165 R.T., dated 10th February 1880.

Read also—

Despatch No. 83 R.T., dated 1st July 1881, to the Secretary of State, and enclosures.

OBSERVATIONS.—Some difficulty having been experienced in the working of the general rules for the interchange of rolling-stock, which were framed at the Railway Conference of 1879, it has been suggested by the Secretary of State, after communication with the Boards of the several Companies concerned, that the rules should be reconsidered.

2. As for the proper framing of a revised set of rules the careful consideration of many technical and intricate details is necessary, the Government of India has deemed it expedient to entrust the work to a Railway Conference. That the Conference may have a fitting *locus standi*, the appended rules for the conduct of business have been approved by the Secretary of State and the East Indian, the Eastern Bengal, the Oudh and Rohilkhund, the Sind, Punjab and Delhi, the Madras, the Bombay, Baroda and Central India, and the Great Indian Peninsula Railway Companies.

RESOLUTION.—The proposal to entrust the revision of the rules for the interchange of rolling-stock having been agreed to by the several Railway Companies concerned, and the rules for the conduct of business having been settled, the Governor General in Council has decided that the Conference be called at some conveniently central place, such as Poona, or else at Simla, in the month of August or September next, the actual place and date being decided by a majority of votes of the Agents of the Guaranteed Railway Companies. The first business of the Conference will be to revise the rules for the interchange of stock, but opportunity may well be taken to consider other questions of general Railway interest. Railway Administrations should therefore be instructed to submit to Government, not later than the 10th of June, questions they desire to be discussed, in order that they may be circulated before the meeting of the Conference.

2. The Agents of the Guaranteed Railway Companies (including the South Indian) should be requested to nominate Delegates to represent their Railways, and to state the time and place within the limits above mentioned which would be most convenient, and the Director General should appoint a Delegate for State Railways.
3. A copy of the Secretary of State's despatch No. 28 Railway, dated 16th February 1882, and enclosures, should be circulated for information.

Enclosure No. I to Public Works Department Resolution No. 354R.T., dated 21st April 1882.

Orders for the conduct of business at the Railway Conference proposed to be held in India in 1882, and for giving effect to the rules passed.

1. The first and principal business of the Conference shall be to revise, the rules for the interchange of rolling-stock passed in 1879.
2. Each Railway Company, the gauge of whose line is 5' 6", and the State Railways shall be represented at the Conference by one Delegate nominated by the several Agents and the Government respectively.
3. Besides the one Delegate other officers of the Railway Companies represented may, by the desire of their Agents, attend the meetings, but they can take no part in the proceedings.
4. The President of the Conference shall be appointed by Government. He will direct the proceedings, and vote only in the case of an equal division.

He shall be entitled to submit proposals for consideration and decision. His decision as to whether questions proposed for discussion shall be considered or not shall be final.

He may at his discretion admit any subject relating to other questions than the rules for the interchange of rolling-stock for consideration, on the proviso that the decision arrived at will require confirmation of higher authority.*

* For questions affecting Guaranteed Railways "higher authority" means the Board of Directors and the Government of India.

5. With the exception of the actual rules for the interchange of rolling-stock, every or any question before the Conference, referred to the Conference with the approval of Government, shall be decided by a majority of votes, and such decision shall, subject to the proviso in clause 4 above, be binding on all parties represented.
6. The actual rules for the interchange of stock shall be decided by a majority of votes, but any Delegate can dissent from any particular rule or rules, unless passed by at least two-thirds of the Delegates. Any rule passed by at least two-thirds shall be binding on all Railways represented.
7. Any dissent under clause 6 above must be recorded at the time the rule dissented from is passed, and shall require the confirmation of the Board of Directors or of the Government of India, as the case may be. Unless such dissent is so confirmed within six months of the close of the Conference, it shall be null and void, and the rule dissented from shall be binding on the Railway whose Delegate has recorded his dissent.
8. It shall not be competent for any Railway Administration represented at the Conference to withdraw from any rule for the interchange of rolling-stock which has under these orders become binding thereon without giving one year's notice to the Government of India of such withdrawal, and no such notice shall be given within two years of the close of the Conference, or if given within that period, such notice shall be of no effect.
9. Should any difference of opinion as to the interpretation of any rule for the interchange of stock passed at this Conference subsequently arise between any parties concerned, the question shall, on representation, be referred by the Director General of Railways to the several Agents of the Railway Companies working under the Conference rules, and the decision of the majority shall be binding, the Director General in case of an equal division having the casting vote.

The first and principal business of the Conference being to revise the rules for the interchange of rolling-stock passed at the Conferences of 1879 and 1880, it was decided to read and discuss those rules one by one.

Mr. Betts having no interest in the rules for the interchange of rolling-stock on broad gauge lines, took no part in the discussion of these rules.

1. Rule* I.—Proposed by Mr. Conder, seconded by Mr. Saunders—
 "That Sunday be considered a *dies non*."
This being supported by Mr. Wood alone, was lost.
 It was then put to the Meeting—
 "That Rule I stand as in the original Rules."

For.

Mr. Furnivall.
 " Lightfoot.
 " Payne.
 " Calder.
 Major Conway-Gordon.
 Mr. Broughton.

The other Delegates did not vote.

Carried.

* The Rules quoted in these Minutes are numbered in accordance with the Rules of 1879 and 1880; and the Rules passed at this Conference have been arranged under a new series of numbers and printed consecutively as part of the proceedings.—see minute No. 108, page 40.

2. *Rule II.*—Proposed by Mr. Conder, seconded by Mr. Broughton—
That the following words be added to Rule II, *viz.*—

“or at such time and in such way as may be arranged between the Railways forming the junction.”

Carried “nem. con.”

3. *Rule III.*—Proposed by Mr. Broughton, seconded by Mr. Conder—
That Rule III read thus:—

“Passenger carriages, horse-boxes, carriage-trucks, brake-vans and passenger-road or luggage vans, are, irrespective of contents, to be in all cases reckoned as coaching vehicles, whether they run upon passenger or goods trains. All other kinds of vehicles are to be reckoned as goods vehicles, also irrespective of contents.”

Proposed as an amendment by Mr. Payne, seconded by Mr. Wood—

That in Rule III the following words be inserted between the words “boxes” and “carriage,” *viz.*, “or wagons carrying passengers or horses.”

<i>For.</i>	<i>Against.</i>
Mr. Payne.	Mr. Furnivall.
„ Wood.	„ Saunders.
„ Lightfoot.	„ Broughton.
„ Calder.	„ Conder.
	Major Conway-Gordon.

The amendment was lost.

The original proposal was then put to the Meeting.

<i>For.</i>	<i>Against.</i>
Mr. Broughton.	Mr. Wood.
„ Conder.	„ Payne.
„ Saunders.	„ Calder.
„ Furnivall.	
Major Conway-Gordon.	

Mr. Lightfoot did not vote.

Carried.

4. *Rule IV.*—Proposed by Major Conway-Gordon, seconded by Mr. Lightfoot—

That the following clause be added to Rule IV, *viz.*—

“But in case of accidental missending beyond original destination, mileage both ways and demurrage (if incurred), but no penalty, shall be paid upon the vehicle until it has passed the original point of missending on its return journey.”

<i>For.</i>	<i>Against.</i>
Major Conway-Gordon.	Mr. Conder.
Mr. Lightfoot.	„ Payne.
„ Broughton.	
„ Calder.	
„ Saunders.	
„ Furnivall.	
„ Wood.	

Carried.

5. *Rule IV.*—Proposed by Mr. Conder, seconded by Mr. Payne—

That for the words “per diem” in clause 1, Rule IV, be substituted the words “per day or part of a day.”

Carried “nem. con.”

6. *Rule IV.*—Proposed by Mr. Broughton, seconded by Mr. Lightfoot—
That the following be added to Rule IV, *viz.* :—

“If goods are required to be sent to a station beyond the original destination, the consignment may be sent on in the original wagon without penalty.”

<i>For.</i>	<i>Against.</i>
Mr. Broughton.	Mr. Conder.
„ Lightfoot.	„ Saunders.
„ Calder.	
„ Payne.	
„ Furnivall.	
„ Wood.	
Major Conway-Gordon.	

Carried.

7. *Rule IV.*—Proposed by Mr. Saunders, seconded by Mr. Wood—

That the following clause be added to Rule IV, *viz.* :—

“In the event of a wagon being missent, the Railway so missending shall pay to the Railways over whose lines the vehicle runs owing to the error, a haulage rate at two-thirds of a pie per mile per ton of carrying capacity in both directions in lieu of freight. The missending Railway must also pay the mileage due, if any, to the owning Railway.”

The Conference adjourned till 11 a.m. on the following day.

No. 2.

The Conference re-assembled at 11 a.m. on Tuesday, the 5th September.

PRESENT.—As at Meeting No. 1.

The proceedings of the previous Meeting were read and confirmed.

8. *Rule IV.*—Proposed by Mr. Saunders, seconded by Mr. Conder—

“That the further discussion of Rule IV be postponed to a future Meeting.”

Carried “nem. con.”

9. *Rule V.*—Proposed by Mr. Conder, seconded by Mr. Lightfoot—

“That clauses 1 and 2 of Rule V stand.”

Carried “nem. con.”

10. *Rule V.*—Proposed by Mr. Conder, seconded by Major Conway-Gordon—

“That clause 3 of Rule V be considered together with Rule VI.”

Carried “nem. con.”

11. *Rule VI.*—Having been read, the discussion of it was postponed.

12. *Rule VII.*—Having been read, it was unanimously agreed that it should stand without alteration.

13. *Rule VIII.*—Proposed by Mr. Lightfoot, seconded by Mr. Broughton—

That the following be substituted for clause 1 of Rule VIII:—

“The mileage charge on coaching vehicles to be seven pies per mile, both on the outwards and the return journey, except that no mileage is to be charged on coaching vehicles not used for ordinary traffic, unless under load.”

Carried “nem. con.”

14. *Rule VIII.*—Proposed by Mr. Lightfoot, seconded by Major Conway-Gordon—

“That clause 2 of Rule VIII be expunged.”

For.

Mr. Lightfoot.
Major Conway-Gordon.
Mr. Conder.
„ Calder.
„ Saunders.
„ Furnivall.

Against.

Mr. Broughton.
„ Payne.
„ Wood.

Carried.

15. *Rule IX.*—Proposed by Major Conway-Gordon, seconded by Mr. Saunders—

That the following clause be added to Rule IX:—

“In the case of a ferry by which coaching vehicles are crossed over a river where the rails are not continuous, an extra allowance for crossing of twelve hours each way to be made.”

For.

Major Conway-Gordon.
Mr. Saunders.
„ Conder.
„ Calder.
„ Furnivall.
„ Wood.

The other delegates did not vote.

Carried.

16. *Rule X.*—It was unanimously agreed that Rule X stand without alteration.

17. *Rule XI.*—Accepted as it stands without dissent.

18. *Rule XII.*—Proposed by Mr. Lightfoot, seconded by Major Conway-Gordon—

That after the word “junction” the following be added, *viz.*:—

“It shall be optional with the receiving Railway to tranship, at its own cost, the contents of any wagon containing a load of less than half its carrying capacity.”

Carried “nem. con.”

19. *Rule XII.*—Proposed by Major Conway-Gordon, seconded by Mr. Conder—

That the following clause be added after the addition to Rule XII passed in paragraph 18:—

“In case of a ferry by which vehicles are crossed where the rails are not continuous, it shall be optional with the Railway owning the ferry, in lieu of

crossing the vehicle over, to tranship, the load at the nearest station to the ferry where the work can be done; advice of such transshipment being sent to the owning Railway."

Carried "nem. con."

20. *Rule XII.*—Proposed by Mr. Broughton, seconded by Mr. Payne—
That the following be added to Rule XII:—

"In case a Railway cuts off a vehicle short of its destination for its own convenience, the mileage on that vehicle shall be paid to destination."

Proposed as an amendment by Mr. Lightfoot, seconded by Mr. Saunders—
That the following wording be substituted for that proposed:—

"To avoid demurrage, it shall be optional with the receiving Railway to tranship at its own expense the contents of a foreign wagon at any point short of destination, and mileage shall cease at the point of such transshipment, notice being sent to the owning Railway within seven days."

For.
Mr. Lightfoot.
" Saunders.
" Furnivall.
" Wood.
" Conder.
" Calder.
Major Conway-Gordon.

Against.
Mr. Broughton.
" Payne.

Carried.

21. *Rule XII.*—Proposed by Mr. Broughton, seconded by Mr. Conder—
That in Rule XII after the words "in all other respects" the following be inserted:—"except as provided in Rule XI."

Carried "nem. con."

22. *Rule XII.*—It was agreed without dissent that the last clause of Rule XII should stand.

23. *Rule XIII.*—Unanimously accepted without alteration.

The Conference adjourned till the following day.

No. 3.

The Conference re-assembled at 11 A.M. on Wednesday, the 6th September.

PRESENT.—As at Meeting No. 1.

The proceedings of the previous Meeting were read and confirmed.

24. *Rule I.*—Proposed by Mr. Conder, seconded by Mr. Saunders—

That the following be added to Rule I, *viz.*:—

"That for the purposes of these rules the ton shall in all cases be reckoned as equivalent to 27 maunds."

Carried "nem. con."

25. *Rule IV.*—Proposed by Mr. Saunders, seconded by Mr. Wood—

That in lieu of the proposal recorded in paragraph 7, the following clause be added to Rule IV, *viz.* :—

“In the event of a wagon being missent, the Railway so missending shall pay to other Railways over whose lines the vehicle runs, owing to the error, a haulage rate of one pie per mile per ton of carrying capacity in both directions in lieu of freight. The missending Railway must also pay ordinary mileage due, if any, to the owning Railway.”

Carried “nem. con.”

26. *Rule IV.*—Proposed by Mr. Payne, seconded by Mr. Broughton—

That the following be substituted for the original Rule IV :—

“Empty vehicles must be returned to the owning Railway by the exact route and junction by which they were received loaded.

“Vehicles under load must be returned to the owning Railway by way of the nearest route and junction.

“For any departure from the above Rules for return of vehicles, the Railway so missending any vehicle shall pay to the owning Railway a penalty of Rs. 22 per day or part of a day from the time each vehicle was missent until it returns to a station on the route by which it should have been sent.”

For.

Mr. Payne.
 „ Broughton.
 „ Conder.
 „ Calder.
 „ Saunders.
 „ Lightfoot.
 Major Conway-Gordon.

The other delegates did not vote.

Carried.

27. *Rule IV.*—Proposed by Mr. Broughton, seconded by Mr. Payne—

That the following be added before the penalty clause of Rule IV as passed in paragraph 26 :—

“Vehicles of one Railway may not be reloaded by another Railway, except in the direction of or beyond the owning line.”

Carried “nem. con.”

28. *Rule IV.*—Proposed by Mr. Broughton, seconded by Major Conway-Gordon—

“That vehicles may be diverted without penalty for distances not exceeding 15 miles in one direction (and for longer distances by mutual agreement) for the purpose of obtaining a return load.”

Carried “nem. con.”

29. *Rule IV.*—Proposed by Mr. Conder, seconded by Mr. Lightfoot—

“That penalty paying vehicles shall also be subject to ordinary mileage and demurrage charges.”

Carried “nem. con.”

30. *Rule XIV.*—Proposed by Mr. Broughton, seconded by Major Conway-Gordon—

“That, subject to the proviso in Rules XIII and XVIII, payment be made to the owning Railway at the rate of two-thirds of a pie per ton per

mile on the weekly aggregate weight charged between any two stations for the contents of all vehicles of one Railway which may be run on another Railway on the outward journey.

"That no mileage be paid to the owning Railway on a return load by any Railway which loads a wagon back to or beyond the owning line; but the Railway beyond the owning Railway on to which wagons are sent with such return load must pay mileage under usual rules to the owning Railway.

"That mileage be paid on any return load sent in a wagon of another Railway to any station short of the owning line."

Proposed as an amendment by Mr. Conder, seconded by Mr. Payne—

That the following be substituted for the first paragraph of the above proposal, *viz.* :—

"That, subject to the provisions of Rules XIII and XVIII, payment be made to the owning Railway for not less than 3 tons for each goods vehicle, at the rate of two-thirds of a pie per mile per ton or fraction of a ton of goods conveyed in each vehicle of one Railway on the line of another Railway on the outward journey."

<i>For.</i>	<i>Against.</i>
Mr. Conder.	Major Conway-Gordon.
" Payne.	Mr. Broughton.
" Saunders.	" Lightfoot.
	" Furnivall.
	" Wood.
	" Calder.

The amendment being lost, the original proposal was put to the Meeting.

<i>For.</i>	<i>Against.</i>
Mr. Broughton.	Mr. Conder.
Major Conway-Gordon.	" Payne.
Mr. Lightfoot.	" Saunders.
" Furnivall.	
" Wood.	
" Calder.	

Carried.

31. *Rule VI.*—The following proposals were placed before the Meeting and discussed :—

Suggested by Mr. Conder—

"*Rule VI.*—In cases in which the stock of either Railway is damaged upon the line of another Railway, the actual time occupied in making the repairs, but not more than ten days beyond the time allowed for the return of stock, shall be allowed free of demurrage for its repair. But if the damage is such that it will take more than ten days to complete the repairs, the vehicle shall be returned to the owning Railway within the ten days.

"In addition to the ten days, the time occupied in accordance with usual mileage rules for any necessary material, &c., required for its repair to reach the place where the damaged vehicles may be is to be also allowed free of demurrage, and the time under usual mileage and demurrage rules for working the wagon back to the owning Railway shall be also allowed free of demurrage.

"If not sent within that period either repaired or not repaired, demurrage will be charged after the expiration of the specified free allowances, unless specially exempted by the Traffic Manager of the owning Railway.

"Any demurrage caused by delay in forwarding such material is to be paid by the Railway causing the delay. Notice must be sent by the Traffic Managers of the Railways concerned, within one month, to the owning Railway in all cases how and when the damage took place, and the nature of it.

"And in cases where the damage is repaired by the owning Railway, the claim for the cost of such repairs shall be made within three months of the date at which the repairs are completed. But the cost of repair to any vehicle damaged upon any Railway other than the owning Railway, which amounts to less than Rs. 10, is to be paid by the Railway which carries out the repair."

Suggested by Major Conway-Gordon—

"Rule VI.—Notice shall be sent within one month to the owning Railway how and when any damage to rolling-stock took place, and the nature of it.

"No claim shall be admitted for the cost of repairs of stock unless sent to the Railway which is responsible for the payment of it, within three months of the time at which the repairs are completed, and no claim shall be submitted for damage not exceeding Rs. 10 [or Rs. 5].

"Ten additional days for the actual repairs, plus the actual time required for the conveyance of material from the owning line, shall be allowed free of demurrage in the case of damage to the stock of a Railway on the line of another Railway. If the damage be such as will require more than ten days to carry out the actual repairs, the stock must be returned to the owning Railway. If the repaired stock be not sent within the free allowance of time, or if the stock unrepaired be not sent within ten days, demurrage will be charged after the expiration of the free allowance or the ten days, as the case may be, unless specially exempted by the Traffic Management of the owning Railway."

Rule VI.—Suggested by Mr. Lightfoot—

That Rule VI remain as at present, subject to the following modification:—

"I.—That the free time be increased to ten days.

"II.—That no demurrage shall be incurred in consequence of delay in forwarding owning Railway's material from whatever cause arising, and the period of such delay, if any, shall be added to the free allowance."

Rule VI.—Proposed by Major Conway-Gordon, seconded by Mr. Broughton—

"That the actual time occupied in the conveyance of material required for repairs be allowed as free time, in addition to such other free allowances as may be passed under this Rule."

For.

Major Conway-Gordon.
Mr. Broughton.
" Calder.
" Saunders.
" Lightfoot.

Against.

Mr. Payne.
" Conder.
" Furnivall.
" Wood.

Carried.

Rule VI.—After further discussion it was decided that ten days should be substituted for the six days now allowed, and that damages under Rs. 10 should be paid by the Railway carrying out the repairs. The Secretary was then asked to draft a new Rule VI to embrace these points for consideration at a subsequent Meeting.

32. Rule XV.—Proposed by Mr. Broughton, seconded by Mr. Furnivall—
"That Rule XV stand."

Proposed as an amendment by Mr. Conder, seconded by Mr. Payne—

"That the free allowance be fixed at 6 miles an hour, and that twelve hours be allowed free at each junction at which a wagon passes from one Railway on to another. This allowance at the junction to belong to the Railway on to which the wagon passes. The other provisions of Rule XV which are not affected by these proposals to remain as at present."

The Conference adjourned till the following day.

No. 4.

The Conference re-assembled at 11 A.M. on Thursday, the 7th September.

PRESENT.—As at Meeting No. 1.

The proceedings of the previous Meeting were read and confirmed.

33. Rule VI.—Proposed by Major Conway-Gordon, seconded by Mr. Lightfoot—

That Rule VI stand as follows, *viz* :—

“In cases in which the stock of any Railway is damaged upon the line of another Railway, the actual time occupied in making the repairs, but not more than ten days in addition to the time allowed for the return of stock under the usual mileage rules, shall be allowed free of demurrage for its repair. But if the repairs cannot be completed in ten days, the vehicle shall be despatched to the owning Railway within that time.

“In addition to the free allowances prescribed in the first paragraph the actual time occupied in conveyance of material for repairs from the owning line shall be allowed free of demurrage in the case of damaged stock of one Railway repaired on the line of another Railway.

“If the damaged stock be not returned either repaired or not repaired within the period allowed, demurrage will be charged after the expiry of such period, unless specially exempted by the Traffic Manager of the owning Railway.

“Notice must in all cases be sent by the Traffic Manager of the Railway on which the damage occurred, within one month, to the owning Railway, how and when the damage took place, and the nature of it.

“In cases where the damage is repaired by the owning Railway, the claim for the cost of such repairs shall be made within three months of the date at which the repairs are completed.

“The cost of repair to any vehicle damaged which does not exceed Rs. 10 is to be paid by the Railway which carries out the repair.”

For.

Major Conway-Gordon.
Mr. Lightfoot.
„ Broughton.
„ Calder.
„ Saunders.
„ Furnivall.
„ Wood.

The other delegates did not vote.

Carried.

Mr. Conder and Mr. Payne did not vote, but their objection is only to the second clause. (See paragraph 31.)

34. Rule IV.—Proposed as an addition to Rule VI by Major Conway-Gordon, seconded by Mr. Lightfoot—

“That no freight be charged for material sent for repairs of damaged stock, or for the haulage of wagons carrying damaged stock back to the owning Railway.”

Proposed as an amendment in addition by Mr. Payne, seconded by Mr. Wood—

“But in the case of damaged stock loaded up for return to the owning Railway, if the damage be clearly traceable to defect of material or work-

manship, haulage shall be paid by the owning Railway for the transport of the damaged stock over other Railways."

For.
Mr. Payne.
" Wood.

Against.
Mr. Lightfoot.
" Calder.
" Conder.
" Broughton.
" Saunders.
" Furnivall.

*The amendment being lost, the original proposal was put to the Meeting.
Carried "nem. con."*

35. *Rule XV.*—The Conference returned to the consideration of Rule XV. Proposed by Mr. Lightfoot, seconded by Mr. Saunders, as a second amendment to Mr. Broughton's proposal in paragraph 32—

That Rule XV stand thus, *viz* :—

"Goods vehicles to be allowed one hour for every six miles run on a foreign line, and thirty-six hours for unloading and twenty-four hours for reloading at destination, and twelve hours at intermediate stations for each of these operations, free of demurrage."

The original proposition and Mr. Conder's amendment being withdrawn, Mr. Lightfoot's amendment became the substantive proposition.

For.
Mr. Lightfoot.
" Saunders.
" Broughton.
" Calder.
" Furnivall.

Against.
Mr. Conder.
" Payne.
" Wood.
Major Conway-Gordon.

Carried.

36. *Rule XV.*—Proposed by Major Conway-Gordon, seconded by Mr. Saunders—

That the following be added to Rule XV :—

"In the case of a ferry by which goods vehicles are crossed over a river, where the rails are not continuous, an extra allowance for crossing of twelve hours each way, or such time as may be mutually agreed upon, be given free of demurrage; and when such allowance of time is made, mileage shall be paid for loaded stock transferred by such ferry upon half the time so allowed."

Carried "nem. con."

37. *Rule XVI.*—Proposed by Mr. Payne, seconded by Mr. Broughton—

"That this rule stand."

Proposed as an amendment by Major Conway-Gordon, seconded by Mr. Saunders—

That after the words "rate of" in the rule the words "eight annas per vehicle per hour" be substituted for the words "one anna per ton of carrying capacity per hour."

For.
Major Conway-Gordon.
Mr. Saunders.
" Wood.

Against.
Mr. Calder.
" Conder.
" Broughton.
" Furnivall.
" Payne.
" Lightfoot.

*The amendment being lost, the original proposal was put to the Meeting.
Carried "nem. con."*

38. *Rule XIX.*—Proposed by Mr. Conder, seconded by Mr. Payne—
“That this rule stand.”

Carried “nem. con.”

39. *Rules XX, XXI, and XXII.*—Proposed by Mr. Conder, seconded by Mr. Payne—

That these Rules be placed after Rule VI, under “General.”

Carried “nem. con.”

40. *Rule XX.*—Proposed by Mr. Conder, seconded by Mr. Lightfoot—

That the word “demurrage” be inserted after the word “mileage” in the Rule.

Carried “nem. con.”

41. *Rule XXI.*—It was unanimously agreed that this Rule should stand, with the substitution of the word “vehicles” for “wagons.”

42. *Rule XXII.*—Proposed by Mr. Lightfoot, seconded by Mr. Broughton—

That Rule XXII stand, with the following addition, *viz.* :—

“No claim for mileage, demurrage, or penalty shall be preferred after a lapse of six months.”

Carried “nem. con.”

43. *Rule II.*—Proposed by Mr. Lightfoot, seconded by Mr. Conder—

That the following be added to Rule II :—

“But stock is not to be considered as accepted by the Railway on to which it is going at any junction station until it and the load it may contain are in a condition to be taken on by the Railway on to which it is going; and mileage, demurrage, &c., must be paid by the Railway bringing it to the junction until it is put into that condition.”

Carried “nem. con.”

44. *Rules XVII, XVIII, and XIX.*—Proposed by Mr. Conder, seconded by Mr. Wood—

“That these Rules be considered together.”

For.

Mr. Conder.
“ Wood.
“ Saunders.
“ Broughton.
“ Calder.
“ Furnivall.
“ Payne.
Major Conway-Gordon.

Mr. Lightfoot did not vote.

Carried.

45. The Conference proceeded to discuss the provisions of these Rules,

• Printed below.

when certain proposals* were put forward for consideration, which it was decided should be printed and circulated to the delegates before the next Meeting.

Suggestions circulated for consideration.

Rules XVII, XVII(a), and XVIII.—Suggested by Mr. Broughton, seconded by Major Conway-Gordon—

That these Rules stand, with the following modifications :—After the word “ wagons ” in Rule XVII, insert—“ provided that return loads are available.” At the end of the same Rule be added—“ the penalty under Rule XVIII applying.”

That in Rule XVII (a) for the word “ such ” in line 4, read “ the whole ; ” and that this Rule form part of Rule XVII.

Suggested by Mr. Conder and by Mr. Payne—
“ That these Rules be expunged.”

Suggested by Mr. Lightfoot—

“ 1. That Rules XVII and XVII (a) be abolished, and Rule XVIII remain intact.

“ 2. That in the event of Rules XVII and XVII (a) remaining in force, and the forwarding Company being called upon to receive wagons in equalisation when it is inexpedient for the forwarding Company to accept such wagons, it shall reduce by one-half the mileage charges upon all of its own wagons thereafter sent on to the receiving line until such time as the traffic is again equalised.

“ 3. That an intermediate Railway shall not call upon the adjoining Railway to accept stock in exchange for wagons passing over its entire system, unless the terminal Company requires it to do so ; and then only to the same extent as the wagons of the forwarding Company exceed the agreed number.”

Suggested by Mr. Conder that it be put on record as a Resolution of the Conference, in accordance with a decision upon a recent arbitration—

That all the vehicles, of whatever Railway, handed to any Railway at a junction on the outward journey are to be accepted and dealt with only as vehicles of the Railway which brings them to the junction ; and vehicles which are returned to a junction after an outward journey are to be treated as vehicles of the Railway to which they are so returned.

The Conference adjourned till Saturday, the 9th September.

No. 5.

The Conference re-assembled at 11 A.M., on Saturday, the 9th September.

PRESENT.—As at Meeting No. 1, with the exception of Mr. Saunders, who was unavoidably absent owing to ill-health.

Mr. Church put in the following letter appointing him to assume the duties of delegate from the Madras Railway Company :—

TO THE PRESIDENT OF THE RAILWAY CONFERENCE

SIR,—As I am unfortunately unable to be present to-day owing to illness, I have the honour to request that the vote of the Madras Railway Company may in my absence be exercised by Mr. H. E. Church.

I have the honour to be,

SIR,

Your obedient servant,

ARTHUR M. SAUNDERS,

Agent and Manager.

9th September 1882.

The proceedings of the previous Meeting were read and confirmed.

46. *Rules XVII, XVII (a), and XVIII.*—Proposed by Mr. Broughton, seconded by Major Conway-Gordon—

“That these Rules stand, with the following modifications:—After the word ‘wagons’ in Rule XVII, insert—‘provided that return loads are available.’ At the end of the same Rule be added—‘the penalty under Rule XVIII applying.’”

“That in Rule XVII (a), for the word ‘such’ in line 4, read ‘the whole’; and that this Rule form part of Rule XVII.”

Proposed by Mr. Conder, seconded by Mr. Payne, as an amendment—

“That these three Rules be expunged.”

Proposed by Mr. Wood, seconded by Mr. Lightfoot, as a second amendment—

“That these three Rules be retained subject to modification on further discussion.”

<i>For.</i>	<i>Against.</i>
Mr. Wood.	Mr. Conder.
„ Lightfoot.	„ Payne.
„ Calder.	
„ Church.	
„ Broughton.	
„ Furnivall.	
Major Conway-Gordon.	

The second amendment was carried.

47. After considerable discussion on Rules XVII, XVII (a), and XVIII several suggestions were put in, and it was decided that these should be circulated for consideration at the next Meeting.

48. *Rule II.*—Proposed by Mr. Conder, seconded by Mr. Payne—

That it be put on record as a Resolution of the Conference, in accordance with the decision upon a recent arbitration—

“That all the vehicles, of whatever Railway, handed to any Railway at a junction on the outward journey are to be accepted and dealt with only as vehicles of the Railway which brings them to the junction; and vehicles which are returned to a junction after an outward journey are to be treated as vehicles of the Railway to which they are so returned.”

Carried “nem. con.”

49. The further consideration of the rules for the interchange of rolling-stock was postponed to a future meeting, and the Conference proceeded to the other business which had been laid before it, and on these questions Mr. Betts took part in the discussion.

THE TIME OF ENGINES EXCLUSIVELY EMPLOYED IN MARSHALLING ENGINES IN LOCOMOTIVE YARDS.

50. Proposed by Mr. Conder, seconded by Major Conway-Gordon—

That the following be added to Rule 8 of the Rules for the Record of Train Mileage and Engine Duty:—

“or for engines employed in marshalling engines or for other purposes within the limits of the locomotive yards.”

Carried “nem. con.”

Rule 8 will therefore stand as follows:—

"No record is to be kept of the time occupied in lighting fires, and getting in and out of shed, or for engines employed in marshalling engines, or for other purposes within the limits of the locomotive yards."

MILEAGE OF ENGINES BETWEEN SHED AND STATION WHEN THE DISTANCE IS CONSIDERABLE.

51. Proposed by Mr. Lightfoot, seconded by Mr. Broughton—

"That Rule 8 be held to apply in such cases."

Proposed as an amendment by Mr. Wood, seconded by Mr. Cander—

"That in cases where the shed is one mile or more from the place where trains start, the engine mileage shall be included under item 6, 'Miscellaneous Services,' no record being kept when the distance is less than a mile."

For.	Against.
Mr. Wood.	Mr. Broughton.
" Conder.	" Calder.
" Church.	" Lightfoot.
" Payne.	" Betts.
" Furnivall.	Major Conway-Gordon.

The votes being evenly divided, the President gave a casting vote against the amendment, and the original proposal was carried.

HALF-YEARLY ANALYSIS OF WORKING.

52. The views of the Conference were invited on a suggestion to add to the half-yearly analysis of working an item 115A to show the average cost of hauling a goods unit one mile, including interest on capital expended at the rate of 5 per cent. per annum, the interest being allocated between coaching and goods, as laid down for item 18 of the Analysis.

Proposed by Mr. Broughton, seconded by Mr. Lightfoot—

"That the Conference sees no objection to the suggestion made."

Proposed as an amendment by Mr. Wood, seconded by Mr. Betts—

"That the Conference is of opinion that interest on capital outlay is not a working expense, and cannot be accurately defined in connection with any particular section of traffic. It fails, therefore, to see the advantage of the suggestion before it."

The amendment being lost, the original proposal was carried.

The Conference adjourned till Monday, the 11th September.

No. 6.

The Conference re-assembled at 11 A.M., on Monday, the 11th September.

PRESENT.—As at Meeting No. 1.

The proceedings of the previous Meeting were read and confirmed.

The Conference returned to the consideration of the Rules XVII, XVII (a) and XVIII for the interchange of rolling-stock.

53. Rules XVII and XVII (a).—Proposed by Major Conway-Gordon, seconded by Mr. Broughton—

"That the principle which at present finds expression in Rule XVII (a), viz., that Rules XVII and XVII (a) do not come into force until the daily average excess of wagons passing the junction in one direction exceeds a certain minimum, be adhered to."

Proposed as an amendment by Mr. Conder, seconded by Mr. Lightfoot—

“That the principle of fixing a minimum be applied to Rule XVIII as well as to Rules XVII and XVII (a).”

<i>For.</i>	<i>Against.</i>
Mr. Conder.	Mr. Broughton.
„ Lightfoot.	„ Calder.
„ Payne.	„ Saunders.
„ Wood.	Major Conway-Gordon.
	Mr. Furnivall.

The amendment being lost, the original proposal was put to the Meeting.

<i>For.</i>	
Major Conway-Gordon.	
Mr. Broughton.	
„ Calder.	Mr. Conder did not vote.
„ Saunders.	
„ Payne.	
„ Lightfoot.	
„ Furnivall.	
„ Wood.	

Carried.

54. *Rule XVII (a).*—Proposed by Mr. Payne, seconded by Mr. Saunders—

“That the average weekly excess per diem referred to in the previous Resolution be fixed at sixty (60).”

Proposed by Mr. Broughton, seconded by Major Conway-Gordon, as an amendment—

“That the excess be limited to a weekly average of 30 per day, as at present.”

Proposed by Mr. Wood, seconded by Mr. Lightfoot, as a second amendment to Mr. Payne’s proposal with reference to present Rules XVII and XVII (a)—

“That the average daily excess for one week be not a defined number but 5 per cent. of the receiving Railway’s authorised wagon stock open to exchange to be named yearly.”

<i>For.</i>	<i>Against.</i>
Mr. Wood.	Mr. Conder.
„ Lightfoot.	„ Calder.
„ Payne.	„ Broughton.
	„ Saunders.
	„ Furnivall.
	Major Conway-Gordon.

The second amendment being lost, the first amendment was put to the Meeting.

<i>For.</i>	<i>Against.</i>
Mr. Broughton.	Mr. Payne.
Major Conway-Gordon.	„ Saunders.
Mr. Conder.	„ Lightfoot.
„ Calder.	„ Wood.
„ Furnivall.	

Carried.

55. *Rules XVII and XVII (a).*—Proposed by Mr. Lightfoot, seconded by Mr. Payne—

That the following form the first portion of the new Rule in substitution of Rules XVII and XVII (a):—

“When the excess number of wagons taken over by any one Railway shall exceed a daily average of 30 for one week, the receiving Railway may call

upon the forwarding Railway to take over a sufficient number of wagons to bring this excess within the prescribed limit of thirty; and in the event of the forwarding Railway not intimating within 48 hours after notice of tender by the receiving Railway its intention to accept such wagons, a charge of two rupees per day per wagon shall be paid as a rebate on mileage by the forwarding Railway upon the number of wagons not accepted."

For.
Mr. Lightfoot.
" Payne.
" Conder.
" Calder.
" Saunders.
" Wood.

Against.
Mr. Broughton.
" Furnivall.
Major Conway-Gordon.

Carried.

56. *Rule XVII.*—Proposed by Mr. Conder, seconded by Mr. Lightfoot—
"That no notice shall be valid unless given by wire within three days after the close of a week by the receiving Railway of its intention to offer wagons in carrying out the ruling in paragraph 55, and that the two rupees shall not be charged until the expiry of 48 hours after the despatch of the notice by the receiving Railway."

Carried "nem. con."

57. *Rule XVIII.*—Proposed by Mr. Broughton, seconded by Major Conway-Gordon—

That Rule XVIII stand with the following modification:—

For the portion commencing "certain daily" and ending "its own stock" read:—"a number of wagons at its disposal daily at the junction for traffic to and *via* the receiving line; and in the event of failure to comply within one week, the sending Railway shall be entitled to charge Rs. 15 a day per wagon short supplied, independent of ordinary mileage, demurrage and penalty, which may accrue under the Rules on the stock actually running with through traffic."

Proposed as an amendment by Mr. Conder, seconded by Mr. Lightfoot—
That "Rs. 12" be substituted for "Rs. 15."

For.
Mr. Conder.
" Lightfoot.

Against.
Major Conway-Gordon.
Mr. Broughton.
" Calder.
" Saunders.
" Payne.
" Furnivall.
" Wood.

The amendment being lost, the original proposal was put to the Meeting.

For.
Mr. Broughton.
" Saunders.
" Payne.
" Furnivall.
" Wood.
Major Conway-Gordon.

Against.
Mr. Conder.
" Calder.
" Lightfoot.

Carried.

58. *Rule XVIII.*—Proposed by Mr. Calder, seconded by Mr. Broughton—

That the following addition be made to the Rule passed in paragraph No. 57 after the words "carrying capacity" in the last line but one of the original Rule XVIII:—

"Provided also that in case of famine or other public necessity, failing an adequate supply of wagons by the receiving Railway to the Railway

on which the traffic originates, and should it appear to the satisfaction of the Government of India that the sending Railway will in consequence be denuded of wagons to the serious injury or loss of its local traffic, it shall be optional to the sending Railway to temporarily discontinue interchange of stock without notice."

For.
Mr. Calder.
" Broughton.
" Lightfoot.

Against.
Mr. Saunders.
" Conder.
" Wood.
" Furnivall.
" Payne.
Major Conway-Gordon.

Lost.

The Conference adjourned until the following day.

No. 7.

The Conference re-assembled at 11 A.M., on Tuesday, the 12th September.

PRESENT.—As at Meeting No. 1.

The proceedings of the previous Meeting were read and confirmed.

59. *Rule VIII.*—Proposed by Mr. Conder, seconded by Mr. Broughton—
That the following words be added to the Rule passed under paragraph 13:—

" 'Ordinary traffic' is to be understood to be only regular public trains which are advertised to carry passengers, and to include reserved accommodation on such trains: private carriages, troop extra trains, private special trains and special passenger trains put on for such occasions as fairs, &c., are not to be considered as ordinary traffic."

Carried "nem. con."

60. Proposed by Mr. Conder, seconded by Mr. Broughton—

"That the interchange of stock be carried on until the end of the present year under the Rules in force before this Conference assembled, and that the Rules for interchange of stock passed at this Conference be in force on and after the 1st of January 1883, until cancelled or modified in accordance with the Rules for the conduct of business at this Conference, which are recorded on the proceedings."

Carried "nem. con."

61. *Rules XVII and XVII (a).*—Proposed by Mr. Payne—

That in the Rule passed in paragraph 55, the words "at any one junction" be inserted after "by any one Railway."

This proposal not being seconded, was not put to the Meeting.

62. *Rules XVII and XVII (a).*—Proposed by Major Conway-Gordon, seconded by Mr. Broughton—

That the first portion of the Rule passed in paragraph 55 read thus:—

"When the aggregate excess number of wagons taken over by any one Railway from any other Railway shall exceed, &c."

For.
Major Conway-Gordon.
Mr. Broughton.
" Wood.
" Furnivall.
" Saunders.
" Calder.
" Conder.
" Lightfoot.

Against.
Mr. Payne.

Carried.

63. *Rules XVII and XVII (a).*—Proposed by Mr. Wood, seconded by Mr. Conder—

That the following be added to the Rule passed in paragraphs 55 and 56:—

“When any two Railways have more than one junction with each other, all such junctions shall be regarded for the purposes of this Rule as one junction only.”

<i>For.</i>	<i>Against.</i>
Mr. Wood.	Mr. Payne.
Mr. Conder.	
Mr. Broughton.	
Mr. Saunders.	
Mr. Lightfoot.	
Mr. Furnivall.	
Mr. Calder.	
Major Conway-Gordon.	

Carried.

64. *Rules XVII and XVII (a).*—Proposed by Mr. Payne, seconded by Mr. Broughton, as an addition to the Rule in paragraphs 55 and 56—

“But the receiving Railway shall only tender at each junction such proportion of the total excess as was received at that junction.”

Carried “nem. con.”

65. *Rules XVII and XVII (a).*—Proposed by Mr. Lightfoot, seconded by Mr. Broughton—

“That the calculations made under the provisions of the Rule passed in paragraph 55 shall be exclusive of wagons returning to the owning Railway.”

Carried “nem. con.”

66. *Rules XVII and XVII (a).*—Proposed by Mr. Conder, seconded by Mr. Wood—

That paragraph 56 be modified as follows:—

After the word “wire” add “or in any other way that may be mutually agreed upon.”

Carried “nem. con.”

67. *Rule XVIII.*—Proposed by Mr. Lightfoot, seconded by Major Conway-Gordon—

That the Rule passed in paragraph 57 be amended thus:—

For the words “fifteen rupees a day per wagon” read “one and a half rupees per diem per ton of wagon carrying capacity.” And to insert between the words “wagons” and “than” the words “at each junction;” and also between the words “stock” and “based” the words “at that junction.”

<i>For.</i>	
Mr. Lightfoot.	
Major Conway-Gordon.	
Mr. Broughton.	
Mr. Calder.	
Mr. Saunders.	
Mr. Payne.	
Mr. Wood.	
Mr. Furnivall.	
	Mr. Conder did not vote.

Carried.

68. The following was admitted by the President as a question outside the Rules for the interchange of stock, viz.,—

That, inasmuch as Mr. Conder considers the arrangement made in paragraph No. 6 for sending goods forward beyond the original destination in the same wagon as that in which they were received at the original destination (which under the constitution of the Conference the Great Indian Peninsula Company will abide by) to be in regard to the goods not only not legal, but also very undesirable.

Mr. Conder proposes, seconded by Mr. Payne—

“That, unless otherwise mutually arranged, any Railway which allows goods to be sent on beyond the original destination shall be alone responsible for all claims and other consequences which may arise after the goods have reached their original destination.”

Proposed as an amendment by Mr. Broughton, seconded by Major Conway-Gordon—

“That the question of liability of any Railway under these circumstances must depend upon the peculiarities of each case.”

For.

Mr. Broughton.
Major Conway-Gordon.
Mr. Calder.
„ Saunders.
„ Furnivall.
„ Lightfoot.
„ Betts.

Against.

Mr. Conder.
„ Payne.
„ Wood.

The amendment was carried.

The Conference adjourned till the following day.

No. 8.

The Conference re-assembled at 11 A.M., on Wednesday, the 13th September.

PRESENT.—As at Meeting No. 1.

The proceedings of the previous Meeting were read and confirmed.

FREIGHT ON GOODS AND PARCELS LOST OR DAMAGED.

69. Proposed by Mr. Lightfoot, seconded by Mr. Conder—

“That all freight on goods and parcels lost or damaged shall be debited to compensation account in addition to the amount of the claim.”

Carried “nem. con.”

SIMPLIFICATION OF RAILWAY GOODS TARIFF.

70. Proposed by Mr. Saunders—

“That the classification list of goods should be reduced by adopting as nearly as practicable the Commodity Statement introduced by the Government of India for statistical purposes, which now accompanies every Revenue Account issued half-yearly; the principal articles of produce appearing as main heads, while other articles of commerce are shown as sub-heads under the above.”

This proposal not being seconded was not put to the Meeting.

Recorded.

Proposed by Mr. Lightfoot—

“That it is advisable, as far as possible, to have uniform conditions for the carriage of goods, but that the matter is of such a difficult nature that it should be referred to a Special Committee of Traffic Officers for consideration upon

the basis that rates issued to the public should be simplified and all conditions owing to greater cost of working heavier gradients or varying capacity of rolling stock be settled between the Railways themselves."

*This proposal not being seconded was not put to the Meeting.
Recorded.*

Proposed by Mr. Broughton, seconded by Major Conway-Gordon—

"That the Conference considers that simplification of classification and of conditions is desirable; but it is not prepared to discuss the question in detail, and it suggests that the matter should be referred to a Committee of Traffic Officers, with instructions to recommend simplifications as far as they can be made consistently with the interests of the public and of the several Railways."

Carried "nem con."

71. Proposed by Mr. Wood, seconded by Major Conway-Gordon—

"That it is desirable that such Committee of Traffic Officers should assemble at as early a period as can be agreed on between Government and the Boards of the several Railway Companies."

Proposed as an amendment by Mr. Conder, seconded by Mr. Broughton—

"That the Boards of Directors of the Railways concerned be asked to take any necessary action if they should assent to the proposal passed in paragraph 70, the Conference being of the opinion that early steps should be taken in the matter."

<i>For.</i>	<i>Against.</i>
Mr. Conder.	Major Conway-Gordon.
" Broughton.	Mr. Saunders.
" Calder.	" Wood.
" Payne.	" Betts.
	" Furnivall.
	" Lightfoot.

The amendment being lost, the original proposal was put to the Meeting.

<i>For.</i>	<i>Against.</i>
Mr. Wood.	Mr. Conder.
Major Conway-Gordon.	" Broughton.
Mr. Betts.	" Calder.
" Furnivall.	" Payne.
" Lightfoot.	
" Saunders.	

Carried.

72. Proposed by Mr. Saunders, seconded by Mr. Lightfoot—

"That the two first propositions in paragraph 70 which were not seconded be recorded for reference to the proposed Committee for consideration."

<i>For.</i>	
Mr. Saunders.	
" Lightfoot.	
" Wood.	
" Furnivall.	
	The remaining delegates did not vote.

Carried.

ADVICES OF ALTERATIONS OF TARIFFS.

73. Proposed by Mr. Conder, seconded by Mr. Broughton—

"That instead of the present arrangement under which each Railway provides all the necessary copies of all rate and fare lists for all stations of all other Railways for through booking, each Railway shall in future supply copies (not less than twelve, or in such numbers as may be arranged from time to time) only to the Traffic Managers of those Railways with which they have junctions, each Railway respectively giving all necessary rate and fare lists of other Railways to their own stations and to the Traffic

Managers of other connected Railways that they may in like manner advise their own stations. But any Railway requiring more copies may, in order to avoid reprinting, obtain on payment from the Railway to which the lists refer any additional number of copies."

Carried "nem. con."

74. With the view of obtaining uniformity of practice regarding advices of alterations in tariffs, Mr. Broughton made the following proposals:—

(1) That advices shall be sent of all changes on or before the 20th of each month, and of alterations consequent thereon by the receiving Railway not later than the end of the month. That advices so sent become operative one month after the 1st of the month following the date of advice.

This was seconded by Mr. Conder and

Carried "nem. con."

(2) That printed advices (12 copies, or such other number as may be agreed on) be sent only once a month to all Railways with which there is through booking, a "nil" form being sent when no alteration is proposed.

This was seconded by Mr. Payne and

Carried "nem. con."

THROUGH BOOKING OF PARCELS AND DOGS.

75. After discussion of this subject, certain suggestions were put forward, and it was decided that these should be circulated for consideration at the next Meeting.

The Conference adjourned till the following day.

No. 9.

The Conference re-assembled at 11 A.M., on Thursday, the 14th September.

PRESENT.—As at Meeting No. 1.

The proceedings of the previous Meeting were read and confirmed.

THROUGH BOOKING OF PARCELS.

76. Proposed by Mr. Broughton, seconded by Mr. Payne—

"That the charges for parcels be as follows:—

		1st 100 miles.	Every additional 100 miles.	
Not exceeding	5 seers or 1 cubic foot	3 annas	1 anna.	Subject to a maximum charge of one rupee for a parcel not exceeding 5 seers irrespective of distance.
"	10 " 2 " feet	6 "	3 annas.	
"	20 " 4 " "	10 "	5 "	
"	40 " 8 " "	12 "	6 "	
For every additional 10 seers or fraction of 10 seers.		3 "	1½ "	

Fish, fruit, vegetables, bazaar baskets, meat in small quantities and ice, at half parcel rates, subject to a minimum of 2 annas.

The ordinary rule as to fractions of an anna to apply to these rates.

The charge to be reckoned on the through distance as if it were one Railway, with one minimum only, and to be divided in mileage proportion."

Carried.

Mr. Conder did not vote.

THROUGH BOOKING OF DOGS.

77. Proposed by Mr. Wood, seconded by Mr. Lightfoot—

"That the charge for dogs be 4 annas for every 50 miles, divided in mileage proportion between the Railways concerned."

Carried "nem. con."

ARRANGEMENTS FOR THE COMFORT AND CONVENIENCE OF LOWER CLASS PASSENGERS TRAVELLING BY RAIL.

78. The following remarks were laid before the Conference, and notes* by the several Delegates put in.

* Printed below.

This subject has constantly been under consideration, and has received considerable attention from Railway Administrations; but much still remains to be done before the question can be said to have been completely and satisfactorily solved.

(1). At many of the larger stations the waiting sheds are open to the station-yards, and the lower class passengers can obtain shelter at whatever hour they may arrive.

Admissions to waiting sheds.

This arrangement appears good, and might, with advantage, be made universal as far as practicable.

(2). Under the Railway Act of 1879, Railway Administrations are bound to exhibit at each station a time-table and tariff in one or more vernacular languages. These should

Means of procuring tickets.

be fixed in a conspicuous place where they can be seen and studied before the tickets are purchased. It is believed that this is now generally done, but probably not to the full extent desirable. These vernacular tariffs should be put up in, say, half a dozen different places in every third class waiting shed. The ticket offices should be open for the sale of tickets a considerable time before the departure of trains; this time would naturally vary with the number of passengers to be booked, but should be based on most liberal considerations and regulated by stringent traffic orders. At all large stations where the passengers are numerous, the ticket offices should not only be open for a considerable time before departure of trains, but their number should be increased, so that the present crowding outside ticket windows might be done away with.

(3). In accordance with General Rule 14 the maximum number that each compartment will carry has to be exhibited both inside and outside in the vernacular language.

Limit of numbers per carriage.

It appears right that this number should vary at different seasons of the year, more space being allowed in the hotter months. It is believed that steps in this direction are now taken on some lines, but the practice might be made more general, and perhaps still more space allowed than is customary, particularly in the case of long-distance passengers. Six passengers per lateral compartment would really pay, and we should hear of fewer deaths in trains if this number was the limit in the hot weather.

(4). It is very essential in common humanity that passengers should be able to obtain an ample and ready supply of drinking-water, especially in the hot season. As

Supply of water en route.

it is inconvenient to allow the native passengers to alight for this purpose at intermediate stations where the stoppage is short, a sufficient staff of water-carriers, both Hindu and Mussalman, should be ready to hand water to the passengers in the carriages. This staff is now generally provided, but in many cases in insufficient numbers to meet the demand for water during the stoppage of the train. Where the train stops a sufficient time at a station, passengers should be able to leave their carriages and supply themselves from stand-pipes on the platforms; this could easily be done if the compartments were not so crowded. The Punjab Northern Railway has provided these stand-pipes on many of their platforms.

(5). The practice as regards the locking of carriage doors differs on the various lines, and this question may well receive

Locking carriage doors.

consideration. When both doors are locked, which should seldom be necessary, there should be a sufficient staff of ticket examiners to promptly unlock all the doors of the train when it halts for any time at a station, so that the passengers may have time to get out and purchase refreshments, or attend to the calls of nature.

(6). The Military Department has specially asked for latrine accommodation in the third class carriages supplied to troop trains. The possibility of this being given, and then how it should be done, might be discussed in connection with the above remarks.

Sind, Punjab and Delhi Railway.

Most of the arrangements detailed above have been in force on the Sind, Punjab and Delhi Railway for years, and will be briefly noticed under the respective heads given.

(1).—At all our first and second class stations (excepting Mooltan cantonment), and at many of the third class stations, Admission to waiting sheds. waiting sheds, halls or rooms are provided, and are open to the station yards, to which access is obtained at any time. The third class booking offices are also in direct connection with these sheds, so that passengers can obtain their tickets without difficulty, and as a rule one hour before the train by which they are proceeding starts.

(2).—Time-tables, fares and goods tariffs are printed in English, Urdu and Hindi, and are exhibited on the platforms, Means of procuring tickets. waiting sheds, outside verandahs, goods sheds, and also supplied gratis to all police thanas, court-houses, dāk bungalows, hotels, &c., as also to the principal traders within a radius of thirty miles of each station. The intermediate and third class fares from each station are posted up at all stations, as also the current price list of sweetmeats and refreshments required by native passengers. This latter information is obtained periodically from the local district authorities.

Ticket offices at first and second class stations are kept always open, and at third and fourth class stations one or two hours before the train starts; or in a press of traffic the time is extended as traffic requirements demand.

When large fairs or religious gatherings, such as the Hardwar, Basakhi, Dewali, Chiragan, occur, ticket offices (somewhat similar to moveable sentry boxes) are scattered about the station yard for the issue of third class tickets. Return tickets are also granted, available for one month, to prevent the necessity of re-booking.

(3).—Our rule is to carry ten third class passengers in each lateral compartment in the cold season and eight in the hot weather. Limit of numbers per carriage. This gives every accommodation which can reasonably be expected. The proposed limit to six in each compartment is, in my opinion, too low. The number in double-storied carriages and those without seats are also regulated according to the season.

The maximum number of passengers each carriage can carry is painted in the vernacular and English on the side of the carriage; but not the limit for the hot season. This might be done.

(4).—At all stations Hindu watermen and Mahomedan bhisties are in regular attendance on all trains. The number is regulated by the traffic of each station. Supply of water. When a press of passengers occurs from any cause, extra men are employed to supply third class passengers with water according to requirements.

As our carriages are not locked, passengers can leave the train at any station to proceed to the latrines. No stand-pipes are provided on our platforms. If this was done, it would be a great improvement, and should remove any shadow of complaint that may now exist.

(5).—Our carriages are left unlocked on both sides, so that passengers can leave the train at any station; and this they fully avail themselves of. Locking carriage doors. But this step is often attended with considerable risk, danger, and sometimes accident.

Hindu and Mahomedan refreshment vendors attend trains at all stations, and walk along the platform to supply passengers with sweetmeats, &c., in the carriages.

Improved intermediate or upper class carriages to those at present in use are now under construction for native gentlemen and ladies.

DAVID ROSS,

Traffic Manager, S. P. and D. Railway.

SIMLA;
15th September 1882.

Remarks by the Delegate for the Eastern Bengal Railway.

1. The existing arrangements on the Eastern Bengal Railway are understood to provide all that is considered necessary in this direction.
Admission to waiting sheds.
2. The requirements of the Railway Act of 1879 are fully complied with on the Eastern Bengal Railway. The time-table and tariff printed in the vernacular of the district are exhibited in convenient places at all stations where they can be seen and studied by the public. Convenient arrangements are also made for the sale of tickets; and at the larger stations on special occasions the number of booking offices is increased in order to avoid crowding.
Means of procuring tickets.
3. On the Eastern Bengal Railway the number of passengers permitted to be carried in each compartment, or where there are no compartments in each vehicle, is exhibited both outside and inside in the vernacular. But on a short line like the Eastern Bengal Railway it has not been considered necessary to further limit the number permitted to be carried during the hot weather, the space allowed being considered ample for all seasons; and in regard to this it is understood the Government officers concur.
Limit of numbers per carriage.
4. The arrangements for the supply of water *en route* to passengers on the Eastern Bengal Railway has had much attention; and the Railway officers, it is believed, have on all occasions readily complied with the wishes of the Government in this respect.
Supply of water *en route*.
5. The orders of Government in respect to locking carriage doors are strictly complied with. Doors are locked on one side only, except when approaching terminal stations where tickets are collected, where it is necessary to lock both sides. At intermediate stations the doors on the platform side are always unlocked; and at stations where the train halts for any time to permit the purchase of refreshments, &c., passengers are on the stoppage of the train at once at liberty to get out.
Locking carriage doors.
6. With regard to the provision of latrine accommodation in third class carriages, it is understood that the matter has had consideration, and that there are objections to the general provision of such accommodation of such a nature as to render it undesirable. The latrine accommodation at all stations on the railway has had much attention. The extent of the accommodation and the habits of the people have been duly considered, and it is believed are amply provided for. Care is devoted to the maintenance of cleanliness and to render the accommodation as little offensive as possible.
The carriage of troops on the Eastern Bengal Railway in large bodies is a rare occurrence; and it is believed that, should the necessity arise, special arrangements of a less objectionable nature could be made to meet the occasion than the provision of latrine accommodation in third class carriages.

Remarks by the Delegate of the Oudh and Rohilkhund Railway.

1. Waiting sheds are all open to the station yards; and lower class passengers can obtain shelter at whatever hour of the day or night they may arrive.
Close to some of the larger stations serais have been constructed by municipalities, where individuals and families can be accommodated in comfort during long halts; and this system should be extended.
2. Time-tables and tariffs in English and two vernacular languages are fixed in the open waiting sheds above referred to.
Ticket windows are opened, and issue commences half an hour or an hour before trains are due to arrive.
3. Every lower class carriage bears inside and outside a painted notice stating the maximum number of passengers which each compartment will carry.
From the 15th April to the 15th October the number of passengers allowed in a lower class compartment is reduced from 10 to 8.

4. The supply of water to both Hindus and Mahomedans is good and sufficient. In the summer months the number of watermen is increased to meet the increased wants, and at changing stations, say 50 miles apart, ample time is given for passengers to alight and supply their own wants at good wells, &c., provided by the Railway Company.

5. Doors are locked on one side only, in accordance with the orders of Government; never on both sides. At checking stations the number of ticket examiners and collectors is sufficient to perform their very necessary duties promptly, avoiding undue detentions to passengers.

6. Latrines have as an experiment been supplied to certain carriages reserved for Native females; and the effluvia from these carriages, although well and frequently cleaned, is very offensive, even after short service. Latrines in carriages give rise to many nuisances on the main line of railway, and more particularly on points and crossings, at entrances to stations, &c. Ample time is given every 50 miles for passengers to visit latrines provided at changing stations.

(Sd.) H. F. PAYNE.

Minute by the Delegate of the Madras Railway.

1. On the Madras Railway waiting sheds have been provided at nearly all stations; trees have also been planted in station compounds, and shelter under both is much availed of by native passengers. Station-masters have strict orders to keep waiting sheds open to the public during all hours.

2. Vernacular time-tables and fare lists are exhibited in the third class waiting sheds at all stations on the Madras Railway. At the principal stations the ticket windows are kept open all day long, and at other stations for not less than one hour before each train starts. This information is printed on the top of each window, and the orders regarding them are strictly enforced on Station-masters by Traffic and other officers.

3. The number of passengers allowed to be placed in each compartment is shown as directed by the Government of India. In the Madras Presidency the heat is not so excessive as in the north of India; and being pretty much the same all the year round, this Company is not prepared to reduce the number during any portion of the year, the fares on this Railway being the lowest in India (two pies per mile only). The gradients also on the line being excessively heavy, the number of carriages on the trains is limited; and to carry out the present proposal would necessitate the running of extra trains, which, under the circumstances of the case, this Company consider they would not be justified in doing.

4. The system of supplying water to passengers *en route* is carefully carried out on the Madras Railway. Very few, if any, complaints have been received on this point; and wherever it has seemed that more water-carriers were needed, they have been supplied.

5. The doors of passenger carriages are only locked on one side, in accordance with the orders of the Government of India. The trains stop at stations for from three minutes to twenty or more; and every facility is given to passengers who wish to leave the carriages to attend to the calls of nature in the latrines which are most conveniently situated at all the stations. Platform refreshments are supplied by contractors, who attend all trains and offer their wares at the carriage windows.

6. The Madras Railway do not consider it desirable to supply latrine accommodation in third class carriages. The experiment has been tried elsewhere and not found satisfactory.

ARTHUR M. SAUNDERS,

Agent and Manager, Madras Railway.

SIMLA;

16th September 1882.

South Indian Railway.

1. With two exceptions (at Madura and Tanjore, for which plans and estimates will shortly be submitted to Government), waiting sheds open to the station yards have been provided at the larger stations.
Admission to waiting sheds.
2. A vernacular time-table and tariff is exhibited at each station. It is believed that all ticket offices are open for the sale of tickets in sufficient time to prevent inconvenience to travellers. In practice it is found that the bulk of passengers do not arrive at the stations more than half an hour before the advertised time of departure of trains.
Means of procuring tickets.
3. In the southern portion of the Madras Presidency the range of temperature during the year is not so great as it is in Central and Northern India. It has not been considered necessary therefore to vary the number of passengers to be carried in third class carriages.
Limit of numbers per carriage.
4. Men are employed at all stations to supply drinking-water to passengers in the trains. At the larger stations trains stop a sufficient time to enable passengers to leave the carriages and obtain water from the station supply.
Supply of water en route.
5. Doors are not locked; they are secured by Italian or safety catches. Whenever a passenger wishes to alight at a platform, these catches are easily and quickly lifted by the porters.
Locking carriage doors.

WILLIAM S. BETTS,
Agent.

SIMLA;
 15th September 1882.

Great Indian Peninsula Railway.

In reply to the remarks in the memorandum for the consideration of the Railway Conference printed above, which relate to the "Arrangements for the convenience and comfort of the lower class passengers," Mr. Conder states the following as to the Great Indian Peninsula Railway in regard to each of the points named, *viz.*,—

1. The practice of letting the public come into the waiting sheds whenever they arrive at the stations is carried out at the larger stations, and it is extended to as many of the stations as is found to be practicable.
Admission to waiting sheds.

2. The time-tables are exhibited at all Great Indian Peninsula stations in English and in the vernacular.
Means of procuring tickets, &c.

The fares from the principal starting places, Bombay, Jubbulpore, &c., are shown on those tables.

Separate printed lists showing the fares from each station to every other station are also put up in English at all stations. These separate lists will also be put up in the vernacular at the principal places.

The ticket offices are open for at least an hour before trains start at all places, and at all large stations they are open for two hours or even longer. At places where there are many trains they are practically almost always open.

There is, however, not much good in this so far as the public are concerned, because it is found in practice that intending passengers do not often apply for tickets until shortly before the trains are to start.

3. The number to be carried in each carriage is already put in English and in the vernacular, both inside and outside, on all third and fourth class carriages. If there are a few of these carriages on which it is not yet put, it is being added to them.
Limit of numbers per carriage.

The number authorized to be put in each third and fourth class carriage is 50, but the instructions are that in the hot weather only 40 are to be put in

each, and also that at other times of the year not more than that number are to be put in if it can be avoided.

Most of the Great Indian Peninsula third and fourth class carriages are of the saloon pattern; but a proportion, if not all, new carriages, and renewal of those classes will be of the pattern which have lateral compartments, and each compartment will be marked to carry ten; these, however, will (except upon emergency) carry only eight in the hot weather.

Supply of water en route.

4. The Great Indian Peninsula Railway provide staff at the stations to supply water to passengers in trains.

These men are of different castes so as to meet the various classes of passengers.

5. The practice on the Great Indian Peninsula Railway is to lock the doors on one side only. The carriage doors are all fitted with a catch in addition to the door latch and the lock.

Locking carriage doors.

There are sufficient ticket collectors and examiners and others to open doors at stations; and at stations where trains stop for more than five minutes, the doors are opened and passengers are allowed to alight.

Native refreshments are sold under authorized arrangements at most of the stations on the Great Indian Peninsula Railway.

6. Latrines cannot be provided in carriages of any class which have lateral compartments. Latrines are provided in the second class carriages which are of the saloon pattern, and these carriages are supplied as much as possible for the conveyance in troop trains of invalids (not in invalid carriages) and women and children.

Latrine accommodation in third class carriages supplied in troop trains.

But the Great Indian Peninsula Railway have not enough second class carriages to provide them for all troops, and third class have therefore been accepted by Government rather than incur the expense of increasing the number of second class carriages. The Great Indian Peninsula Railway Company put latrines in a considerable number of third class carriages, but they were found to be so offensive and objectionable from the way in which they were used, or rather misused, that they became a complete nuisance, besides being a source of danger to health. It has therefore been determined, with the concurrence of the Consulting Engineer to Government, to abandon them, and to adopt almost, if not quite, exclusively carriages with lateral compartments. Troop trains halt at frequent intervals to allow troops to alight; and as practically invalids and women and children are conveyed in carriages which are fitted with latrines, and as latrines are provided at all stations for the public, it is thought that all reasonable requirements are met on that Railway, both for troops and the public.

East Indian Railway.

1. Waiting sheds are always open, except the entrance to the platform, and we are gradually extending the sheds both in number and dimensions.

Admission to waiting sheds.

2. We are arranging to book the passengers in the sheds wherever practicable, and we open the booking windows so as to enable all passengers to obtain their tickets before the trains arrive.

Means of procuring tickets.

3. Our carriages have been largely increased in width since the present limit per compartment was fixed, and I do not think there is any crowding which would render a reduced limit in hot weather needful. I will, however, look specially into the question and report to our Agent.

Limit of numbers per carriage.

We punish severely any of our staff if a case of overcrowding is detected. I have frequently counted the numbers, but have never, during, say, the last four or five years, found more than ten in a compartment.

4. This is a point on which we think we excel. - We put on extra men at all stations during the hot months of the year.
- Supply of water.
5. Doors are *never* locked on both sides of our carriages, and we increase the staff until we arrive at the release of all the passengers in the train in 3 to 3½ minutes.
- Locking carriage doors.
6. We have latrines at every station. In our new time-table we have provided halts for passengers, and if we find these halts to be insufficient, we will increase them in number and length as may be necessary.
- Latrine accommodation.

But to provide latrine accommodation in the trains, we should create a nuisance in the trains themselves, as no amount of water and disinfectants would prevent bad smells, whilst the permanent-way would be so far affected as to involve serious consequences as regards labor for keeping the permanent-way in order.

URBAN BROUGHTON.

Bombay, Baroda and Central India Railway.

The Agent, Bombay, Baroda and Central India Railway Company, read the following extract from the Traffic Manager's memorandum, dated Bombay, 21st August 1882, to the Agent :—

ARRANGEMENTS FOR COMFORT OF LOWER CLASS PASSENGERS.

This is an important matter and deserves attention.

We are very particular to have booking offices opened early so that passengers may obtain their tickets with comfort, leisurely examine their change, and avoid being hustled.

At our Bombay stations we open the booking offices at about 6 A.M. and don't close them until about 10 P.M., and passengers at any time within these hours can obtain tickets and gain access to the platforms. Our tickets have their fares printed on them in English and the vernacular.

We try to give passengers ample accommodation in the carriages, and generally succeed in doing so. Sometimes an unexpected number present themselves, but our carriages are rarely crowded.

We have plenty of water supplies on our platforms.

We only lock the carriage doors on the side farthest from the platforms.

TREATMENT OF MISCELLANEOUS ITEMS IN THE REVENUE ACCOUNT AND THE ANALYSIS OF WORKING.

79. Proposed by Mr. Lightfoot, seconded by Mr. Calder—

"That with the view of making the procedure in both the half-yearly account and the working analysis identical, the following be referred to the Government of India for consideration :—

- (a)—The following items to be dealt by entering only the net earnings or expenditure in their several abstracts (subject to the remarks made upon the question of interest on other Company's capital outlay) :—

Hire of locomotives.

" of vehicles.

Mileage and demurrage.

Rent of stations jointly occupied.

- (b).—The following items to be dealt with specially :—

- (1) *Profit on workshops and sale of revenue stores, collection of municipal dues, &c.—*

The portion, if any, attributable to exchange to be written off that account in the several abstracts.

The portion, if any, attributable to supervision to be entered as a deduction at the foot of the several abstracts.

The portion attributable to interest on shops and plant or profit to be published as miscellaneous earnings.

(2) *Telegraph earnings—*

These appear specially in the Revenue Account, and should remain there, being dealt with in the analysis of working as miscellaneous revenue.

- (c).—The following items to remain in the Revenue Account as miscellaneous earnings, and be specially dealt with the analysis of working (subject to the remarks upon repairs to rented staff quarters):—

Rents of dwelling-houses.
Transfer fees.
Sundries.

- (d).—Miscellaneous earnings to be dealt with in the analysis of working in the following manner:—

To be excluded from all train mileage, ton mileage, vehicle mileage and capacity mileage calculations.

To be included in all calculations relating to percentage of expenditure upon earnings.

Carried "nem. con."

ARBITRATION ACT.

80. Proposed by Mr. Broughton, seconded by Major Conway-Gordon—

"That the Government of India be moved to pass a short Arbitration Act on the same basis as the 'Railway Companies Arbitration Act, 1859' (22 & 23 Vic., Cap. 59), thereby establishing a Court of Arbitration, through which the Rules of this Conference and agreements between the several Railways may be enforced."

For.

Mr. Broughton.
Major Conway-Gordon.
Mr. Wood.
" Betts.
" Furnivall.
" Lightfoot.
" Payne.
" Saunders.
" Calder.

Mr. Conder did not vote.

Carried.

BREAKS ON WAGONS.

81. Proposed by Mr. Broughton, seconded by Major Conway-Gordon—

"That as inconvenience is felt on all Railways where gradients prevail, and in almost all shunting yards, from certain wagons not being provided with breaks, all Railways interchanging stock shall be required to provide breaks on all their wagons under penalty of transshipment at joint cost."

For.

Mr. Broughton.
Major Conway-Gordon.
Mr. Saunders.
" Furnivall.

Against.

Mr. Wood.
" Lightfoot.
" Payne.
" Calder.
" Conder.

Lost.

CLASSES OF PASSENGERS AND GOODS OF THE OUDH AND ROHILKHUND RAILWAY.

82. Proposed by Mr. Saunders, seconded by Major Conway-Gordon—

"That as the Oudh and Rohilkhund Railway is the only guaranteed line in India which has a different denomination for passenger and goods classes, as a matter of convenience for through booking, it be invited to

assimilate its upper and lower passenger classes and higher, middle and lower goods classes to those in use on the other Indian broad-gauge lines."

For.

Mr. Saunders.
Major Conway-Gordon.
Mr. Betts.
" Wood.
" Furnivall.
" Lightfoot.
" Calder.
" Broughton.

Mr. Payne and Mr. Conder did not vote.

Carried.

INVOICING GOODS IN THROUGH BOOKING.

83. Proposed by Mr. Broughton, seconded by Mr. Payne—

"That there shall not be more than one invoice for each consignment instead of an invoice being issued for each wagon: the receipt agreeing with the invoice.

"Invoices shall be sent forward by the train which will arrive first at the destination of the goods."

Carried "nem. con."

RAILWAY CLEARING HOUSE.

84. Proposed by Mr. Saunders, seconded by Major Conway-Gordon—

"That in the opinion of this Conference the time has now arrived when an Indian Railway Clearing House may with advantage be established in some convenient and central position for the purpose of settling all accounts on through invoices and through passenger traffic between the different Railways; each Railway being represented on the Clearing House Committee, and the President or Manager being elected by the votes of all subscribing Railways."

For.

Mr. Saunders.
Major Conway-Gordon.

Against.

Mr. Betts.
" Wood.
" Furnivall.
" Lightfoot.
" Payne.
" Calder.
" Broughton.
" Conder.

Lost.

THROUGH BOOKING OF COACHING TRAFFIC.

85. Proposed by Mr. Conder, seconded by Mr. Broughton—

"That the through booking of coaching traffic be extended so as to include all classes of passengers, and all other coaching traffic between all stations of all Railways which have through booking arrangements with each other, the only limit being that horses and carriages are not to be booked through to the stations to which any Railway does not book horses and carriages locally."

Carried "nem. con."

INTERCHANGE OF ROLLING STOCK.

86. *Rule XIV.*—Proposed by Mr. Conder, seconded by Mr. Broughton—

"That goods vehicles carrying live stock of any kind booked through be considered as carrying six tons in all mileage accounts."

Carried "nem. con."

FREIGHT ON UNCLAIMED GOODS AND PARCELS.

87. Proposed by Mr. Conder, seconded by Mr. Broughton—

“That freight on goods and parcels left on hand unclaimed be charged against the goods or parcels as the case may be, the Railway on which they are left taking the articles and keeping the value thereof; and if the value is less than the amount of the freight, the balance to be charged against the compensation account of the Railway on which the goods were left.”

For.

Mr. Conder.
 „ Broughton.
 „ Betts.
 „ Wood.
 „ Furnivall.
 „ Lightfoot.
 „ Payne.
 „ Calder.
 Major Conway-Gordon.

Mr. Saunders did not vote.

Carried.

GOODS MISSENT.

88. Proposed by Mr. Broughton, seconded by Mr. Lightfoot—

“That in case of accidental misdespatch of goods not in through wagons by any Railway, the other Railways carrying such goods shall, in lieu of freight, be paid a haulage charge of three pies per ton per mile thereon in both directions by the Railway so misdespatching.”

Carried “nem con.”

ROUTE BY WHICH TRAFFIC SHOULD BE DESPATCHED.

89. Proposed by Major Conway-Gordon, seconded by Mr. Payne—

“That in the absence of specific instructions on the part of the consignor, all traffic be booked by the shortest route, provided it be the cheapest.”

Proposed as an amendment by Mr. Broughton, seconded by Mr. Lightfoot—

“That a route table be agreed upon by all Railways and published to the staff.”

For.

Mr. Broughton.
 „ Lightfoot.
 „ Calder.
 „ Saunders.

Against.

Major Conway-Gordon.
 Mr. Betts.
 „ Wood.
 „ Furnivall.
 „ Payne.

*The amendment being lost, the original proposal was put to the Meeting.**For.*

Major Conway-Gordon.
 Mr. Betts.
 „ Wood.
 „ Furnivall.
 „ Payne.

Against.

No votes.

Carried.

Mr. Conder did not vote on either the proposal or amendment.

The Conference adjourned till Saturday, the 16th September.

No. 10.

The Conference re-assembled at 11 a. m. on Saturday, the 16th September.

PRESENT.—As at Meeting No. 1.

The proceedings of the previous Meeting were read and confirmed.

Major R. McG. Stewart, R. A., Officiating Deputy Quarter Master General, and Honorary Major J. Robertson, C. I. E., Assistant Accountant General, Military Department, joined the Conference.

TRANSPORT OF TROOPS.

90. The following questions brought forward by the military members were discussed :—

- (1) Regarding the introduction of a system of payment by seats, instead of by vehicles for troop extra trains.
- (2) Regarding the adoption of revised railway warrants in simplification of the existing forms, and in view to facilitate the through booking of troop trains on all lines of Railway in India.

Proposed by Mr. Conder, seconded by Mr. Broughton—

“That, subject to the condition that the scale of accommodation and payment and other arrangements as they now exist or may exist from time to time on the several Railways, being made known to all concerned, these details need not be entered upon the requisition, and the following conditions for troop extra trains be accepted :—

- 1st.—That the requisition Form D shall be altered so as to be merely an indent for a specified number of seats of each class, &c., and a specified quantity of luggage, &c., with a certificate at the foot that these have been provided.
- 2nd.—That only one warrant be delivered at the despatching station by the military authorities from starting-point to destination.
- 3rd.—That each Railway shall be responsible for advising the Railway to which they will hand the troops over. The several Railways will thus arrange the through journey.
- 4th.—Each Railway to be required to provide its own passenger carriages and breakvans at the junction stations or the nearest rest-camp to the junction; baggage wagons, horse-boxes, ammunition wagons, &c., being allowed to run through to destination. But the Railways to be at liberty to arrange amongst themselves for carriages also to run through.
- 5th.—Each Railway to collect its own charges.
- 6th.—If in consequence of the halts required by the military authorities, demurrage accrues under the usual rules in force between Railways from time to time upon any vehicles that are run through upon troop extra trains, the military authorities to pay all such demurrage to the Railway that has incurred it.

Carried “nem. con.”

91. It was agreed that the military authorities be requested to prepare a revised form of requisition, Form D, containing only the information that they require under the above Resolution, and that this be circulated to the Railways concerned for approval, and that at the same time a revised Form C for booking by ordinary train be prepared and circulated to the Railways concerned for approval.

92. The question of the system of payment by seats, instead of by vehicles for troop extra trains, was raised by the Military Department and discussed. As it appeared that any change from existing practice might affect the payments to the Railway Companies, the question was left to be brought forward, if thought necessary, in the usual way.

93. Regarding the frequency of the supply of an undue proportion of third class in lieu of second class carriages for the transport of troops and their families—

It was resolved to record—

“That the Railway Companies have not second class carriages in sufficient numbers to allow of their giving a larger proportion of these carriages on troop extra trains; but they now give, and will continue to give, as many second class carriages as circumstances will admit.”

94. Extra expense entailed on the State by the provision of carriages in troop extra trains of less capacity than the description of vehicle on which the scale of accommodation in the Transport Regulations was calculated.

As this point is intimately connected with the question of system of charge per seat, it was requested that the Military Department bring this forward with the subject referred to in paragraph 92.

95. The necessity of providing latrine and lavatory accommodation in vehicles carrying troops and their families.

Proposed by Mr. Broughton, seconded by Mr. Payne—

“That in the opinion of the Conference extra halts, if provided as required, would render the latrines in third class carriages unnecessary.

“That carriages with latrine accommodation will, as far as practicable, always be provided for invalids, women and children.”

Carried unanimously on the part of the Railway Delegates, but the Military members could not concur with the resolution.

96. Regarding the inconvenience experienced under the recent arrangements for the movement of small bodies of troops by mail and ordinary trains, there being on some lines practically only one train now available in every 24 hours, instead of every 12 hours as formerly—

The Conference recorded—

“That as there are considerable changes about to be introduced in the train service of several of the principal lines, no conclusion can be arrived at on this question at present.”

97. Regarding the method of securing baggage in the brakevans of troop extra trains, and responsibility for the same after the vans have been loaded and handed over to the Railway authorities—

It was unanimously agreed that brakevans with locked compartments should be put on to troop extra trains, the rules regarding locks for luggage vans and wagons on these trains applying.

98. Regarding the desirability of having specific information showing the maximum number of troop extra trains that can be despatched within 24 hours over main lines in India, with skeleton time-tables for the running of the same.

It was decided that the Quarter Master General should communicate with the several Railway authorities on the subject of military time-tables. But it was considered that such tables should be separate and not incorporated with the ordinary working time-tables.

The Conference adjourned till Monday, the 18th September 1882.

No. 11.

The Conference re-assembled at 11 a. m. on Monday, the 18th September.

PRESENT.—As at Meeting No. 1.

The proceedings of the previous Meeting were read and confirmed.

99. The proceedings of the Conference from commencement up to date were read again and accepted as correct.

100. Rules for the interchange of rolling stock drafted in accordance with the Conference proceedings were read.

101. *Rule XX.*—Proposed by Major Conway-Gordon, seconded by Mr. Lightfoot—

That the following be added to Rule XX,* *viz* :—

“Wagons taken over under the provisions of this Rule shall be subject to ordinary mileage and demurrage rules, but no penalty, with the exception that notwithstanding the provisions of Rule XVII (c), mileage shall be paid on all such wagons in one direction, whether with or without a load, the mileage on the wagons if not loaded being charged as for five tons per wagon.

Proposed as an amendment by Mr. Broughton, seconded by Mr. Payne—
“That rule XVII shall apply to Rule XX.”

<i>For.</i>	<i>Against.</i>
Mr. Broughton.	Mr. Wood.
„ Payne.	„ Furnivall.
	„ Lightfoot.
	„ Saunders.
	„ Calder.
	Major Conway-Gordon.

The amendment being lost, the original proposal was put to the Meeting.

<i>For.</i>	<i>Against.</i>
Mr. Wood.	Mr. Broughton.
„ Furnivall.	„ Payne.
„ Lightfoot.	
„ Saunders.	
„ Calder.	
Major Conway-Gordon.	

Mr. Conder did not vote on either the proposal or amendment.

Carried.

102. *Rule XXI.*—Proposed by Mr. Lightfoot, seconded by Major Conway-Gordon, as an addition to Rule XXI—

“That wagons taken over under the provisions of this Rule shall be subject to ordinary mileage and demurrage rules, but no penalty, with the exception that notwithstanding the provisions of Rule XVII (c), mileage shall be paid on all such wagons in one direction, whether with or without a load, the mileage on the wagons if not loaded being charged as for five tons per wagon.

Proposed as an amendment by Mr. Broughton, seconded by Mr. Payne—
“That Rule XVII shall apply in this case.”

<i>For.</i>	<i>Against.</i>
Mr. Broughton.	Mr. Wood.
„ Payne.	„ Furnivall.
	„ Lightfoot.
	„ Saunders.
	„ Calder.
	Major Conway-Gordon.

* The Rules quoted in this and subsequent paragraphs are numbered in accordance with Rules recorded in paragraph 108.

The amendment being lost, the original proposal was put to the Meeting.

<p><i>For.</i> Mr. Wood. " Furnivall. " Lightfoot. " Saunders. " Calder. Major Conway-Gordon.</p>	<p><i>Against.</i> Mr. Broughton. " Payne.</p>
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Mr. Conder did not vote on either the proposal or amendment.

Carried.

103. After some verbal corrections it was decided that the Rules should be printed for final revision.

The Conference adjourned till the following day.

No. 12.

The Conference re-assembled at 11 A.M. on Tuesday, the 19th September.

PRESENT.—As at Meeting No. 1.

The proceedings of the previous Meeting were read and confirmed.

104. The printed copy of the rules, revised in accordance with the proceedings up to the close of the previous Meeting, was read.

105. *Rule VII.*—Proposed by Mr. Conder, seconded by Mr. Lightfoot—
That the following be added to Rule VII, *viz.* :—

"Except that the amount of the rebate provided for in Rule XX and of the extra payment provided for in Rule XXI shall be made to, and retained by, the Railways which respectively form the junction at which the excess, which causes those allowances, arises, without reference to the Railway to which any of the vehicles exchanged may actually belong."

<p><i>For.</i> Mr. Conder. " Lightfoot. " Wood. " Furnivall. " Payne. " Calder. Major Conway-Gordon.</p>	<p>Mr. Broughton and Mr. Saunders did not vote.</p>
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Carried.

106. Proposed by Mr. Lightfoot, seconded by Mr. Conder, as a new rule under *General*—

"That in cases of interruptions of through communication caused by failure of way or works owing to floods or other circumstances, demurrage shall not be charged upon stock delayed beyond the time allowed free under the provisions of Rules XIII and XVIII; but if required by the owning Railway, any Railway so detaining vehicles of another Railway shall, as far as is practicable, send an equal number of similar vehicles of its own to be used without mileage, demurrage or penalty upon the Railway to which the stock so detained belongs for the time that such stock is compulsorily detained."

Carried "nem. con."

107. On reading Rule XX as passed, considerable discussion ensued; and as it appeared that the Rule as worded was liable to misconception, and would probably give rise to disputes in application, it was proposed by Mr. Wood, seconded by Mr. Saunders—

That clause (a) of Rule XX read as follows, *viz.* :—

"(a) When the aggregate excess number of wagons absent from any one Railway upon any other Railway shall exceed two hundred and ten at the

end of any week, the receiving Railway may call upon the forwarding Railway to take over a sufficient number of wagons to bring this excess within two hundred and ten; and in the event of the forwarding Railway not intimating within forty-eight hours after notice of tender by the receiving Railway its intention to accept such wagons, a charge of two rupees per wagon per day shall thereafter be paid as a rebate on mileage by the forwarding Railway upon the daily balance in excess of two hundred and ten absent."

For
Mr. Wood.
" Saunders.
" Furnivall.
" Payne

Against.
Major Conway-Gordon.

The other Delegates did not vote.

Carried.

At the request of Mr. Broughton, the accompanying illustrations, as his view of how Rule XX is intended to work, were recorded:—

Illustration No. 1.—Receiving Railway "calls" and forwarding Railway "intimates."

At end of week ending January 7th, East Indian Railway wagons on Sind,	
Punjab and Delhi are	500
Sind, Punjab and Delhi wagons on East Indian Railway are	150
	<hr/>
	350
30 a day =	210
	<hr/>
Excess	140

Sind, Punjab and Delhi "calls" and East Indian Railway "intimates."

At end of week ending January 14th, East Indian Railway wagons on Sind,	
Punjab and Delhi are	575
Sind, Punjab and Delhi wagons on East Indian Railway are	200
	<hr/>
	375
30 a day =	210
	<hr/>
Excess	165
Add January 7th excess	140
	<hr/>
	305

Rebate is not due, as Sind, Punjab and Delhi have not supplied to full extent.

At end of week ending January 21st, East Indian Railway wagons on Sind,	
Punjab and Delhi are	600
Sind, Punjab and Delhi wagons on East Indian Railway are	575
	<hr/>
	25

Had Sind, Punjab and Delhi sent 505 on to East Indian Railway in this week, the incident would have been closed and Rule XX ceased to operate.

Sind, Punjab and Delhi have supplied and balanced.

Illustration No. 2.—Receiving Railway "calls" and forwarding Railway does not "intimate"

At end of week ending January 28th, East Indian Railway wagons on Sind,	
Punjab and Delhi are	675
Sind, Punjab and Delhi wagons on East Indian Railway are	980
	<hr/>
	305
30 a day =	210
	<hr/>
	95

East Indian Railway "calls" and Sind, Punjab and Delhi does not "intimate."

At end of week ending February 4th, East Indian Railway wagons on Sind, Punjab and Delhi are	500
Sind, Punjab and Delhi wagons on East Indian Railway are	800
	<hr/>
	300
30 a day =	210
	<hr/>
Excess	90
Add previous week's excess	95
	<hr/>
Rebate is due to East Indian Railway upon	185
	<hr/>
At end of week ending February 11th, East Indian Railway wagons on Sind, Punjab and Delhi are	800
Sind, Punjab and Delhi wagons on East Indian Railway are	700
	<hr/>
	100
	<hr/>

Rule XX ceases to be in force.

Illustration No. 3.—Forwarding Railway declines to receive wagons.

At end of week ending January 7th, East Indian Railway wagons on Sind, Punjab and Delhi are	500
Sind, Punjab and Delhi wagons on East Indian Railway are	150
	<hr/>
	350
30 a day =	210
	<hr/>
	140
	<hr/>

Sind, Punjab and Delhi "calls" and East Indian Railway "declines," because traffic is falling or wagons are plentiful.

Rebate is due on	140
	<hr/>
At end of week ending January 14th, East Indian Railway wagons on Sind, Punjab and Delhi are	300
Sind, Punjab and Delhi wagons on East Indian Railway are	140
	<hr/>
	160
	<hr/>

Rebate ceases from causes above given.

Illustration No. 4.—No rebate can become due unless the receiving Railway "calls."

"Notices," "calls" and "intimations" under Rules XX and XXI are to be sent by the Traffic Officer of the one Railway to the Traffic Officer and the Audit Office of the other Railway and to his own Audit Office.

108. Read the following :—

INTERCHANGE OF ROLLING STOCK.

General Rules for the Interchange of Rolling Stock between all connected Broad Gauge Railways in India, passed by the Conference of Railway Delegates assembled at Simla in September 1882.

"The interchange of stock shall be carried on until the end of the present year under the Rules in force before this Conference assembled, and the Rules for interchange of stock passed at this Conference shall be in force on and after the 1st of January 1883, until cancelled or modified in accordance with the Rules for the conduct of business at this Conference, which are recorded on the Proceedings." (*See Minute No. 60 of the Conference.*)

General.

RULE I.—(a) The day shall be reckoned as 24 hours, commencing at midnight, Madras time being adopted in all cases. The week to end at midnight on Saturday.